The Hong Kong Daily Press.

No. 8695 第八千六百九十五號 光緒十一年九月二十八日 HONGKONG, WEDNESDAY, NOVEMBER 4TH, 1885. 禮拜三 香港英十一月四號 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

November 2, CRUSADER, British steamer, 647, Rowin, Haiphong 31st October, General.—A. R. MARTY.

November 3, DOUGLAS, British steamer, 982, M. Young, Foochow 31st October, Amoy 1st November, and Swatow 2nd, General.—DOUGLAS LAPRAIK & Co.

November 3, CHINA, German steamer, 648, Ulderup, Newchwang 27th October, Beans.—MELCHERS & Co.

November 3, BILLY SIMPSON, British bark, 432, Brown, from Whampoa, Ballast.—CAPTAIN.

November 3, PENG-CHAO-HAI, Chinese gunboat, from a cruise.

November 3, FELIX, Russian bark, 871, G. Wahlberg, Singapore 18th Sept., Timber.—CAPTAIN.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
3RD NOVEMBER.

Lorne, British str., for Saigon.
City of Peking, Amr. str., for Yokohama.
Massalia, German str., for Yokohama.
Vorwaerts, German str., for Sandakan.
Wah Yeung, British str., for Hoihow.
Bothwell Castle, British str., for Shanghai.
Hilda, Swedish bark, for Bangkok.

DEPARTURES.

November 3, ROYAL SOVEREIGN, British ship, for Calcutta.
November 3, HAIPHONG, British steamer, for Swatow.
November 3, KUTSANG, British str., for Whampoa.
November 3, OXUS, French str., for Europe.
November 3, QUARTA, German str., for Swatow.
November 3, JOHN KNOX, British str., for Foochow.
November 3, ASHINGTON, British steamer, for Shanghai.
November 3, CITY OF PEKING, Amr. str., for San Francisco.

PASSENGERS.

ARRIVED.

Per *Crusader*, str., from Haiphong.—Mr. Flensenburg, and 6 Chinese.

Per *Douglas*, str., from Coast Ports.—Rev. G. H. Bonfield, Mr. Alford, 3 Europeans deck, and 181 Chinese.

DEPARTED.

Per *Oxus*, str., from Hongkong.—For Saigon.—4 Chinese. For Singapore.—Rev. M. King, Messrs. H. A. Gsell, H. K. C. Fisher, Edwin Freshfield, S. Joseph, I. Bercovich, and D. da Costa and assistant. For Batavia.—Dr. and Mrs. L. Lorenzo Franco. For Aden.—Mr. M. Ally. For Marseilles.—Messrs. M. de Carcer, G. Mollard, Ch. Meski, L. Lamagnère, Welton, and J. Brown. From Shanghai.—For Colombo.—Mr. and Mrs. Nathan and infant. For Marseilles.—Rev. Mandart, Messrs. Merrilees, Daug-tchang-whan, Tchos-tchan-kong, and Yen-pao-song. From Yokohama.—For Saigon.—Mrs. Coletti Joseph, and Mrs. Phélion Alfred. For Madras.—Mr. Capelle. For Port Said.—Mr. Prinet. For Marseilles.—Mr. Arch. Brown. From Kobe.—For Marseilles.—Mrs. and Miss Welton and 3 children, Messrs. Welton, Schlesser, and F. M. Jonas.

REPORTS.

The British steamer *Crusader* reports left Haiphong on the 31st October, and had light winds and fine weather.

The Russian bark *Felix* reports left Singapore on the 18th September, and experienced very light winds and mostly calms during the passage. On the 29th October had N.E. winds in lat. 15 N., long. 117.15 E.

The British steamer *Douglas* reports left Foochow on the 30th October, and experienced fresh N.E. winds and fine weather. Left Amoy on the 31st, same weather. Left Swatow on the 2nd Nov.; had light winds and fine weather. In Foochow strs. *Fu-yew* and *Nanzing* and H.M.S. *Firebrand*. In Amoy strs. *Cousins Arbib* and *Port Phillip*. In Swatow strs. *Albany*, *Rory* and *Japanese*.

SHANGHAI SHIPPING.

October— ARRIVALS.
20, Kiang-teen, Chinese str., from Ningpo.
20, Feilung, British str., from Amoy.
20, Tamsui, British str., from Amoy.
20, Swift, British g-bt., from Port Hamilton.
20, Hideyoshi Maru, Jap. str., from K'notzu.
20, Ingeborg, British str., from Nagasaki.
20, Kiang-kwan, Chinese str., from Hankow.
20, Kowshing, British str., from Tientsin.
20, Ashington, British str., from Korea.
20, Saghalien, French str., from Hongkong.
20, W. H. Starback, Amr. ship, from N. York.
21, Ichang, British str., from Ningpo.
21, Activa, German str., from Hakodate.
21, Yokohama Maru, Jap. str., from Japan.
21, Atalanta, German str., from Hongkong.
21, Wenchow, British str., from Swatow.
21, Fushun, Chinese str., from Hongkong.
21, Hae-ting, Chinese str., from Taku Bar.
22, Kiang-teen, Chinese str., from Ningpo.
22, Fungshun, Chinese str., from Tientsin.
22, Pekin, British str., from Hankow.
22, Nestor, British str., from London.
22, Craysser, Russian corv., from W'vostock.

October— DEPARTURES.
20, See-wo, British str., for Amoy.
20, Kiang-foo, Chinese str., for Hankow.
20, Hae-shin, Chinese str., for Foochow.
20, Chefoo, British str., for Newchwang.
20, Ingo, German str., for Nagasaki.
20, Kiang-teen, Chinese str., for Ningpo.
20, Hever, German str., for Nagasaki.
20, Kwa Hsing, Chinese str., for a cruise.
21, Winnepeg, British ship, for Astoria, Or.
21, Wha-on, British str., for Sheipoo Roads.
21, Waverley, British str., for Tientsin.
21, W. C. de Vries, British str., for Hankow.
21, Shanghai, British str., for Hankow.
21, Peking, British str., for Hongkong.
21, Poo-chi, Chinese str., for Tientsin.
21, Glenroy, British str., for London.
21, Fooksang, British str., for Hongkong.
21, Chin-tung, Chinese str., for Amoy.
21, Ichang, British str., for Ningpo.
21, Kowshing, British str., for Chefoo.
21, Feilung, British str., for Tientsin.
21, Ingeborg, British str., for Nagasaki.
22, Hideyoshi Maru, Jap. str., for K'notzu.
22, Rohilla, British str., for Hongkong.
22, Sibirien, German bark, for Keelung.
22, Taiwo, British str., for Hankow.
22, Tamsui, British str., for Newchwang.
22, Bellona, German str., for Hongkong.
22, Kiang-teen, Chinese str., for Ningpo.
22, Swift, British g-bt., for Port Hamilton.

VESSELS EXPECTED AT HONGKONG.
(Corrected to Date.)

Florence	Cardiff	June 9
Mohawk	New York	June 11
Nyl Ghau	New York	June 12
Lucile	New York	June 16
Undine	L'pool via Cardiff	June 22
Arabia	New York	June 26
C. F. Sargent	Penarth	July 13
Great Surgeon	Cardiff	July 13
Carondelet	Cardiff	July 18
John Currier	Penarth	July 25
Hecla	Cardiff	Aug. 12
Wilhelm Anton	Cardiff	Aug. 14
Klyde (s.)	Liverpool	Aug. 16
Afghan (s.)	Glasgow	Aug. 16
Eliza A. Reed	Cardiff	Aug. 21
Edwin Reed	Cardiff	Aug. 27
Agenor	New York	Aug. 28
Catherstone (s)	Antwerp	Aug. 31
McNear	Penarth	Sept. 2
Sussex (s.)	Cardiff	Sept. 2
Augusta	Cardiff	Sept. 7
Denbighshire (s.)	H'burg via London	Sept. 8

INTIMATIONS.

CHRISTMAS AND NEW YEAR CARDS.

LANE, CRAWFORD & Co.'s NEW STOCK greatly surpasses that of any previous year. This Season's parcel includes some of the most artistic production of England and America, and for beauty and delicacy of finish, cannot be equalled.

SPECIALITY.

A small Assortment of the above, in very chaste and unique designs, specially painted to order of LANE, CRAWFORD & Co.

Each Card will be enclosed in a suitable Envelope, to protect it from damage in transit through the Post. The above are now on view. An inspection is invited.

LANE, CRAWFORD & Co.
Hongkong, 21st October, 1885. [26

KELLY AND WALSH, LIMITED, HAVE JUST RECEIVED.

CHRISTMAS and NEW YEAR'S CARDS in the CHOICEST AMERICAN & ENGLISH DESIGNS.
New Season's Fans in the most fashionable Designs.
New Stock of Rogers' Pocket Knives, Nail Scissors, Erasing Knives, &c.
Parkinson's Doncaster Butter-Scotch.
Routledge's Every Boy's Annual, 1886.
Routledge's Every Girl's Annual, 1886.
Kyle's Collection of Scottish Lyric Gems.
Addenda to Queen's Regulations.
Sanitary Suggestions by Sampson Low.
Winton's Modern Steam Practice and Marine Engineering.
Banting in India—(a practical treatise on Corpulence in hot climates & its prevention).
Reed's Engineer's Guide—New Edition.
Wade's Tzu' Erh Chi—Colloquial Series with Key, complete, $7.50.
Pollock's Modern Shipbuilding.
Field Exercises—Last Edition.
Letter Writer of Modern Society.
Hints on Business—Financial and Legal.
Whist Developments, by Cavendish.
Proctor's How to play Whist.
Cavendish on Whist.
Walker's The Correct Card.
Pole's Theory of Whist.
American Squeezer Playing Cards.
KELLY & WALSH, LD., HONGKONG.
24]

TUITION.

MR. WILLIAM SWEETMAN, Teacher of LANGUAGES, will be glad to receive PUPILS. Under his new system MR. SWEETMAN can impart a fair knowledge of any European Language within three months. Arrangements are now being made to form DAY and EVENING CLASSES.

MR. SWEETMAN undertakes Translations in all European Languages and offers his Services as Interpreter.

Terms strictly moderate.

Apply to
COLLEGE CHAMBERS,
Wyndham Street.
Hongkong, 15th October, 1885. [1854

THE HARDEN "STAR" HAND GRENADE FIRE EXTINGUISHER.

THE Undersigned, having just arrived, is prepared to fill all Orders for the above GRENADE. It is the Cheapest, Simplest, and Best Known FIRE EXTINGUISHER IN THE WORLD, having been used in England and America with the greatest success for the past year, and having extinguished over 800 Actual Fires, thereby saving millions of dollars worth of property.

These GRENADES are sold at $16.00 per case of one dozen each, and no Grenades sold less than dozen Lots.

Send all orders to
E. CLARK,
Hongkong Hotel.
Hongkong, 22nd September, 1885. [1722

NOTICE.

FOR THE CONVENIENCE OF CUSTOMERS, the Productions of the "CHINA SUGAR REFINING COMPANY, LIMITED" can henceforward be obtained by RETAIL FOR CASH, at No. 3, Peel Street, at the same Prices as at the REFINERY; or Retail Orders will be delivered at addresses in town on applicants forwarding their monthly requirements in writing direct to the Refinery at East Point.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 28th July, 1885. [1378

T. ALGAR AND COMPANY.
HOUSE AND ESTATE AGENTS,
RENTS COLLECTED.
BROWN, JONES & CO.,
UNDERTAKERS,
MOURNING STATIONERY, &c.,
MONUMENTS ERECTED.
6, QUEEN'S ROAD EAST. [22

NOTICES OF FIRMS.

TAKASIMA COLLIERY AGENCY.

THE Undersigned having returned from Japan, has RESUMED CHARGE of the TAKASIMA COLLIERY AGENCY.

H. J. H. TRIPP.
Hongkong, 2nd November, 1885. [1955

THE HONGKONG PHARMACY.

MR. WILLIAM SISSON HUNTER, late of the VICTORIA DISPENSARY, has THIS DAY been admitted a Partner in our FIRM.

WOODFORD & Co.
Hongkong, 2nd November, 1885. [1947

NOTICE.

THE Undersigned have been nominated by Special Appointment COMMERCIAL AGENTS for the FOREIGN BUSINESS of His EXCELLENCY the VICEROY of CHIHLI.

RUSSELL & Co.
Hongkong, 11th July, 1885. [1467

NOTICE.

THE Undersigned, who has carried on BUSINESS from the 1st Chinese Moon to the present date, begs to give notice that, on account of Heavy Losses, he has decided to CLOSE his Business from this date.

YUE LOONG TAI.
Hongkong, 24th October, 1885. [1905

NOTICE is hereby given that on the 3rd day of June last, YEUNG YUK CHI and his Son YEUNG HEE KUM (the latter having been the Manager) retired from the Business of the HOO TAI LOONG SHOP, No. 50, Praya Central, and Sold all their own Shares of the Business to YEUNG MING LAI TONG who had been until then Partners or Shareholders. Settlement of Accounts has been made. The said YEUNG MING LAI TONG will not hold themselves Responsible for any Debts, Old or New, contracted by the said YEUNG YUK CHI or his Son YEUNG HEE KUM.

Creditors and Debtors are also hereby requested to send their contracts to be signed by YEUNG TSO MAN, YEUNG MAN FUNG, and YEUNG KING SHAN, or certified by the putting on the same documents of the Chop of HOO TAI LOONG MING KEE.

Hongkong, 12th August, 1885. [1470

BANKS.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL .... £2,000,000.
PAID UP .... £ 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS.

H. A. HERBERT,
Manager, Hongkong Branch.
Hongkong, 6th July, 1885. [8

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .... $7,500,000.
RESERVE FUND .... 4,500,000.
RESERVE FOR EQUALIZATION OF DIVIDENDS .... 500,000.
RESERVE LIABILITY OF PROPRIETORS .... 7,500,000.

COURT OF DIRECTORS:—
Chairman—Hon. F. D. SASSOON.
Deputy Chairman—A. MCIVER, Esq.
H. L. Dalrymple, Esq. | E. E. Sassoon, Esq.
H. Hoppius, Esq. | W. H. Forbes, Esq.
M. Grote, Esq. | C. D. Bottomley, Esq.
Hon. W. Keswick | A. P. McEwen, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.

On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Hongkong, 24th August, 1885. [6

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 8th May, 1885. [893

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1884.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st October, 1885. [1783

IN THE MATTER OF THE ESTATE OF SIR HARRY SMITH PARKES, Knight Companion of the Most Honourable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of SAINT MICHAEL and SAINT GEORGE, lately Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary to His Majesty the Emperor of China, Deceased.

NOTICE is hereby given that all Persons having any CLAIMS or DEMANDS upon or against the Estate of the said Sir HARRY SMITH PARKES, who died in Peking, in the Empire of China, on the 22nd day of March, 1885, and Letters of Administration to whose Estate were granted by the Supreme Court of Hongkong, in its Probate Jurisdiction, to the Undersigned, one of the Executors named in the Will of the Deceased, are hereby required to send in writing to the Undersigned, on or before the 31st day of October, 1885, the full Particulars of their Claims or Demands.

And NOTICE is hereby also given that as soon as possible after the expiration of the period above mentioned, the Undersigned will proceed to distribute the Assets of the said Sir HARRY SMITH PARKES, Deceased, amongst the parties entitled thereto, having regard only to the Claims of which he shall then have had Notice and that he will not be liable for the Assets or any part thereof so distributed to any Person or Persons, of whose Claim or Claims he shall not have had Notice at the time of the distribution.

All Persons INDEBTED to the Estate are requested to make immediate Payment to the Undersigned.

Dated in Hongkong, the 18th day of July, 1885.

1327] W. KESWICK.

AN INDISPENSABLE ADJUNCT TO EVERY DESK IN THE FAR EAST.

ANGLO-CHINESE DESK CALENDAR FOR 1886,

Showing the Day of Week, Day of Month and corresponding Day of Chinese Moon in parallel columns in BLACK and RED.

The Handiest, and most complete CALENDAR invented. In neat imitation Morrocco Case, with CALENDAR for 1886 on Back.

PRICE ONE DOLLAR.

For Sale by
MESSRS. LANE, CRAWFORD & Co.,
MESSRS. KELLY & WALSH, LIMITED,
MR. W. BREWER.
Hongkong, 14th October, 1885.

INTIMATIONS.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 26th August, 1885. [1549

AFONG, PHOTOGRAPHER
STUDIO, ICE HOUSE LANE,
BEHIND NEW ORIENTAL BANK,
Hongkong.

Has a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS than any other in the Empire, the Copies of which are only to be purchased at his Studio or Messrs. KELLY & WALSH'S Store.

IVORY MINIATURES of Superior Excellence and High Finish, painted under careful Supervision.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS of different sizes taken daily. [47

HING KEE,
STEAM LAUNCH Co.,
Have always on hand supplies of the best COAL for HOUSES, STEAMERS, & SHIPS at MODERATE TERMS.
No. 16, TUNG MAN LANE,
HONGKONG.
Hongkong, 17th September, 1885. [1689

CANNED FRUITS,
VEGETABLES,
MEATS AND SALMON.
CALIFORNIA FLOUR AND MEALS.
IRON MANTEL PIECES.
HEADSTONES AND MONUMENTS.
BICYCLES AND TRICYCLES.
AMERICAN BILLIARD & POOL TABLES
AMERICAN CARRIAGES & BUGGIES.
BORAX, REFINED & POWDERED.
ELECTRIC FAMILY SOAP.

A. HINZ,
Agent.
Hongkong, 8th September, 1885. [1632

CUTLER, PALMER & Co
Wine Shippers
OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURRACHEE, &c.

Their Representatives in China—
Messrs. JARDINE, MATHESON & Co. }
" SIEMSSEN & Co. } Hongkong and Shanghai.
" LANE, CRAWFORD & Co. }

Call attention to some of the items consigned to their care by this well-known house:—

CLARETS, Mouton, Larose, St. Julien, &c., in Quarts & Pints.
SHERRY, Selected White Seal and Amoroso.
MANZANILLA.
These Sherries are also shipped in Jars.
INVALIDS' PORT WINE—recommended.
SCOTCH WHISKY, free from fusel oil.
IRISH WHISKY—the best.
GENUINE COGNAC of several qualities distinguished by number of * * * *.

Prices and List of other items on application to either of the above Firms. [2112

TO maintain the high standard quality that our well known FOUR STAR COGNAC has for many years been celebrated for we regret that our friends in Hongkong, owing to depreciation of Silver, cannot offer it for less than $12, allowing discount to resellers. We are confident that British Residents in China would prefer that we should maintain the reputation for excellence that our Brandy has earned. Our FOUR STAR quality is held by our esteemed friends Messrs. JARDINE, MATHESON & Co. and Messrs. SIEMSSEN & Co. for Sale, who have also to offer several Wines of our Shipping.

1690] CUTLER, PALMER & Co.

TEN YEARS IN THE FAR EAST.

JUST PUBLISHED.
DEMY 8VO. pp. 163, CLOTH, $2.00.

EVENTS IN HONGKONG AND THE FAR EAST,
1875 TO 1884,

Arranged Chronologically, with Copious INDEX, by which the date of any event can be found at a glance.

Forms a complete register of POLITICAL, COMMERCIAL and SOCIAL OCCURRENCES, WRECKS, SHIPPING CASUALTIES, FIRES, TYPHOONS, &c.

DAILY PRESS Office, Wyndham Street.
KELLY & WALSH, Queen's Road.
W. BREWER, Queen's Road.
Hongkong, 28th April, 1885.

GEORGE GOULET CHAMPAGNE.
PUSTAU & Co.,
Agents.
Hongkong, 18th January, 1884. [194

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED,

Is prepared to ACCEPT FIRST-CLASS RISKS at ⅓ % nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, 27th March, 1882. [708a

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
Hongkong, 27th March, 1876. [10

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [12

THE STANDARD LIFE ASSURANCE COMPANY.
ESTABLISHED 1825.

Accumulated Funds 31st Dec., 1884 ... £ 6,466,527
Annual Revenue ... Do. ... £ 883,884
Subsisting Assurances Do. ... £20,467,582

The Undersigned having been appointed Agents in Hongkong for the above Company are prepared to receive proposals for LIFE ASSURANCE.

Policies will be issued immediately on Acceptance of Risks by the Board of Directors in Shanghai.

THE BORNEO CO, LIMITED.
Hongkong, 30th June, 1885. [1208

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.

PUSTAU & Co.
Hongkong, 1st April, 1885. [666

INSURANCES.

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of $60,000 on any one

FIRST-CLASS RISK.

RATES ON FIRST-CLASS GODOWNS REDUCED to ½ PER CENT. NETT PER ANNUM FROM THIS DATE.

GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
Hongkong, 9th May, 1881. [17

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.
Hongkong, 1st January 1882. [16

FIRE INSURANCE COMPANY OF 1877, IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co.,
Agents.
Hongkong, 18th January, 1884. [195

SINGAPORE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SINGAPORE.

WE are prepared to GRANT POLICIES against FIRE on usual Terms at Current Rates. All CONTRIBUTORS of Business whether Shareholders or not are entitled to Share in the BONUS.

ADAMSON, BELL & Co.,
Agents.
Hongkong, July, 1885. [1277

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.
A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong 26th July, 1872. [11

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.
Hongkong, 5th November, 1883. [860

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

LINSTEAD & DAVIS,
Agents,
Sun Fire Office.
Hongkong, 12th May, 1881. [13

NEW YORK LIFE INSURANCE COMPANY.

LIFE ASSURANCE ONLY.

Purely mutual; all profits belong to Policy-holders and apportionments are made annually.

STATEMENT FOR YEAR ENDING 31ST DECEMBER, 1884.

Accumulated Funds .... £12,127,930.
Surplus over all liabilities and Reserve Fund according to valuation made by the Government .... £ 2,036,332.
Income for year 1884 .... £ 2,846,245.

C. SETON LINDSAY,
Res. Manager,
Department of the East.
BIRLEY, DALRYMPLE & Co.,
Agents, Hongkong.
46]

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1882. [927

THE PACIFIC MUTUAL LIFE INSURANCE COMPANY OF CALIFORNIA.

THE POLICIES of the Company impose no restriction upon Residence or Travel. LOWER RATES and BETTER RETURNS offered than by any other Life Insurance Company represented in this Colony.

A. HINZ,
Agent for China and Japan.
Hongkong, 8th September, 1885. [1631

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements .... at ½ % Net per Annum.
On First-class Godowns, & Merchandise stored therein .... at ½ % Net per Annum.
On Coals .... at 1 % Net per Annum.
On Petroleum in licensed Godowns .... at 1½ % Net per Annum.
On First-class Chinese Tenements .... at 2 % Net per Annum.
On Second-class Chinese Tenements .... at 2½ % Net per Annum.

DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.
Hongkong, 5th August, 1881. [15

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ⅓ per Cent. Nett premium per Annum.

NORTON & Co., Agents.
Hongkong, 20th May, 1881. [1

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [1684

NOTICES TO CONSIGNEES.

"CASTLE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "BOTHWELL CASTLE."

FROM ANTWERP, LONDON, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk, into the Godowns of the undersigned, at Wanchai, behind the premises known as No. 3, "Blue Buildings" whence and/or from the wharves or boats delivery may be obtained.

Optional Cargo will be forwarded on, unless notice to the contrary be given before NOON, TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 1st Prox., will be subject to rent.

All Claims against the steamer must be presented to the Undersigned on or before the 7th November, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be Countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, 31st October, 1885. [1918

STEAMSHIP "PEIHO."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, Antwerp, Havre, and Bordeaux, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY (SATURDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after SATURDAY, the 7th November, 1885, at NOON, will be subject to rent and landing charges at one cent. per package per diem.

All Claims must be sent in to me on or before the 10th November, or they will not be recognized.

No Fire Insurance has been effected.

Owing to a collision sustained by the S. S. "ORTEGAL" from London in connection with the s. s. "PEIHO" the Cargo by the former will be due here by the "MELBOURNE," which left Marseilles on the 11th instant.

The "ORTEGAL'S" Cargo is not damaged at all.

G. DE CHAMPEAUX,
Agent.
Hongkong, 31st October, 1885.

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship "ARRATOON APCAR," having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding discharge will be at once landed and stored at Consignees' risk and expense.

Consignees are hereby informed, that all Claims must be made immediately, as none will be entertained after the 12th November.

DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 31st October, 1885. [1948

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship "TAISANG," having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge or remaining on board after the 4th Nov., will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 30th October, 1885. [1941

TO CONSIGNEES OF OPTIONAL CARGO EX O. S.S. CO.'S S.S. "TELAMON," FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 5th Prox., for shipment per steamer "AJAX."

BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th October, 1885. [1910

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "TELAMON," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 31st inst.

Goods undelivered after the 6th Proximo, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th October, 1885. [1910

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship "MASSALIA," Capt. G. Petersen, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 P.M., TO-DAY, the 28th instant.

Cargo remaining undelivered after the 4th November, will be subject to rent.

No Claims will be admitted after the Goods have left our Godowns.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SIEMSSEN & Co.,
Agents.
Hongkong, 28th October, 1885. [1928

KEATING'S BONBONS OR WORM TABLETS,

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly soft and mild preparation, and is especially adapted for Children. Sold in Bottles by all Chemists. [1625

£1 TO £4 per day to be made by persons of either sex, in their own localities, at work for us. New business. All meet with wonderful success. Any one can do the work. Capital not required. We will start you. Outfit worth £1 mailed free. The employment is particularly adapted to the region in which this publication circulates. Boys and girls earn nearly as much as men. Full particulars and instructions mailed free. Now is the time—don't delay, but write to us at once. Address STINSON & Co., Portland Maine, United States. [351

PORTLAND CEMENT.
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA.
HOLLIDAY WISE & Co.
Hongkong, 11th April, 1883. [1685

INTIMATIONS.

FOR SALE,
AT $300 ONLY.

A MAGNIFICENT SEMI-GRAND PIANO, by JOHN BROADWOOD & SONS, almost new.

FOR A FEW DAYS ONLY.

Apply to
MR. A. VITA,
2, Old Bailey Street.
Hongkong, 4th November, 1885. [1772

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, YOKOHAMA, AND HIOGO.

THE Steamship "DENBIGHSHIRE," Cuming, Commander, will be despatched for the above Ports, on or about the 11th instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 4th November, 1885. [1961

FOR HAVRE AND LONDON.

THE A 1 British Bark "LUCIA," C. Crowley, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 4th November, 1885. [1959

FOR NEW YORK.

THE A 1 American Schooner "JOHN C. SMITH," Foss, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 4th November, 1885. [1960

CHRISTMAS CARDS! CHRISTMAS CARDS!

W. BREWER has just received a complete Novelty in Christmas and New Year Cards made to his order. Each Card is an original sketch of some Eastern Scene or Character beautifully printed on Silk with appropriate Christmas Mottoes.

Also Photographs representing the Habits and Customs of the Japanese in miniature with Christmas wishes.

Also an entirely new series of his Original and very popular Pidgin English Sing Song Cards.

All the above are moderate in price and highly appreciated by residents away from the Far East.

W. Brewer has also a large assortment of American and English Cards.

Little Wide Awake, new volume.
Girl's Own Annual.
Every Boy's Annual.
New Juvenile Books.
Lett's Diaries; Smith's Diaries.
Anglo-Chinese Date Blocks.
Cheap Commercial Envelopes, $1.25 per 1,000.
Cheap Commercial Note Paper, $1 per Ream.

W. BREWER, Queen's Road.
UNDER HONGKONG HOTEL. [25

HAWAIIAN CONSULATE GENERAL,
Hongkong, 2nd November, 1885.

The following Notice is published for general information.

W. KESWICK,
Consul General.

FOREIGN OFFICE NOTICE.

REGULATIONS, SUPERSEDING THOSE OF MARCH 25TH, 1884, FOR THE CONTROL OF CHINESE IMMIGRATION INTO THE HAWAIIAN KINGDOM.

BY virtue of the authority conferred upon me by a Resolution of His Majesty in Cabinet Council passed on the 13th day of July, 1883, I hereby make and proclaim the following Regulations for the admission of Chinese passengers entering this Kingdom:—

No. 1.—From this date no vessel coming from a foreign country will be allowed to land more than twenty-five (25) Chinese passengers at any port in the Hawaiian Kingdom, unless the passengers in excess of that number are provided with passports entitling them to enter the Kingdom.

No. 2.—Passports entitling the holders to return to the Kingdom will be granted at the Foreign Office, Honolulu, to all persons of Chinese nationality now resident, or who may hereafter become resident, on these Islands, who may desire to visit any foreign country, provided always that such persons have been engaged in trade or have conducted some industrial enterprise during at least one year of their residence here. No return passports will be given to Chinese labourers leaving the country.

No. 3.—Passports will be granted at the Foreign Office, Honolulu; also by His Majesty's Consul General at Hongkong, His Majesty's Consul at Shanghae, and His Majesty's Consul General at San Francisco, to any Chinese women desiring to come to the Islands, and to Chinese children whose parents are residing in the Kingdom, or who may not be of more than ten years of age.

No. 4.—Passports entitling the holder to enter the Kingdom will also be granted at the Foreign Office to such persons of Chinese nationality as the Minister of Foreign Affairs may claim it proper to admit to the Kingdom.

No. 5.—The fee for any passport issued under this regulation shall be two dollars ($2).

No. 6.—The holders of passports issued under these regulations must have the same indorsed with the visa of the Consular representative of this Kingdom at any port at which he may embark on his return journey, and at any port at which he may stay more than twenty-four hours during such return journey.

No. 7.—The fee for the Consul's visa of each passport shall be one dollar.

No. 8.—All orders and instructions regulating the incoming of Chinese into this Kingdom heretofore made and proclaimed are hereby rescinded, but nothing herein contained shall affect the validity of any passport issued at Hongkong before the proclamation thereof of these Regulations.

WALTER M. GIBSON,
Minister of Foreign Affairs.
Foreign Office,
Honolulu, 1st September, 1885. [1958

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

THE TIME FOR CLOSING APPLICATIONS FOR SHARES in the above Company expires TO-DAY, the 4th November.

MACEWEN, FRICKEL & Co.,
General Managers.
Hongkong, 2nd November, 1885. [1946

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH
"MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 20th October, 1885.

WEEK DAYS.		SUNDAYS.	
Leaves Kowloon	Leaves Hongkong	Leaves Kowloon	Leaves Hongkong
6.15 A.M.	7.15 A.M.	6.5 A.M.	7.15 A.M.
8.00 "	8.30 "	7.30 "	8.00 "
8.50 "	9.00 "	9.00 "	10.15 "
9.40 "	*10.15 "	11.00 "	12.00 NOON.
*12.45 P.M.	12.30 P.M.	12.30 P.M.	1.00 P.M.
1.45 "	2.00 "	1.30 "	2.00 "
2.40 "	3.00 "	2.30 "	3.00 "
3.20 "	3.30 "	3.30 "	4.00 "
3.30 "	4.00 "	4.15 "	4.30 "
4.15 "	4.30 "	4.50 "	5.10 "
4.45 "	5.10 "	5.25 "	5.45 "
5.25 "	5.40 "	6.15 "	6.40 "
6.15 "	6.40 "		
7.00 "			

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages. [30

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, NOVEMBER 4TH, 1885.

THE efforts being made to ensure the worthy representation of Hongkong in the forthcoming Indian and Colonial Exhibition in London are deserving of every encouragement. A great deal has been done, and the indefatigable Honorary Secretary of the local Exhibition Commission, Mr. H. E. WODEHOUSE, is sparing neither time nor trouble to get together a creditable exhibit from this Colony. The fact that Hongkong is a non-producing colony naturally renders it a matter of greater difficulty to collect material for a show. Nevertheless the difficulties in the way can and will be surmounted. If this Colony has few natural products to display, it can at least exhibit some interesting manufactures, sufficient no doubt to open the eyes of those persons in England who imagine that Hongkong is only a mere port of call for the trade with China. The chief production of this barren rock is granite, specimens of which will of course be sent; but the manufactures, including refined sugar, rope, rum, soy, samshu, vermilion, matting, rattan and bamboo ware, blackwood furniture, ivory, silver, and brass ware, &c., will make up a considerable show. The Glassworks will perhaps have hardly got to work in time, or they might contribute their quota to the collection. We see it is proposed to form a bazaar or shop containing various Chinese goods, which will no doubt prove a very attractive feature of the Hongkong Court. A model of the island and pictures showing the city of Victoria in its infancy and its present state will also help to illustrate the rise and progress of this small but important colony. It would have betrayed a grievous lack of spirit for Hongkong to have elected to take no part in the Exhibition, seeing the magnitude of her trade and the growing importance of her industries. It is satisfactory to learn that the Chinese residents are taking an interest in the Exhibition, and the address which they are getting up to His Royal Highness the Prince of WALES will have the merit of novelty, and it will certainly be inspected with no little curiosity by the visitors. A great deal still remains to be done, but we trust all those interested in the success of the work will give their hearty and loyal co-operation to the Exhibition Commission and its hardworking Secretary. Hongkong is now thoroughly committed to the undertaking, and she would not be true to herself if she did not make sure that she would be fittingly represented in the great London Show of 1886.

THE Municipal Rates Ordinance, which comes on for second reading in the Legislative Council this afternoon, is one of the most important measures which has been brought up for consideration for many years. Hitherto the fixing of the rates has been left in the hands of the Governor, with the proviso that they should not exceed certain amounts, namely, that the police assessment should not exceed a rate equal to the expenses of the police establishment of the year; that the water rate should not exceed two per cent., the lighting rate one and a half per cent., and the fire brigade rate three-quarters per cent. By the new Ordinance the power of fixing the rates is transferred from the Governor to the Legislative Council, a change in the right direction and one for which the community have to thank Sir GEORGE BOWEN, by whom it was first suggested and at whose instance it has already received the approval of the Secretary of State. The rates are fixed in the first place by the Ordinance; it is then provided that the amounts "may be altered, from time to time, by a resolution to be passed by the Legislative Council for that purpose." It will doubtless be satisfactory to the ratepayers to learn that the rates have been fixed at a slightly less amount than was anticipated. By the notification of the 20th June last the municipal rates in the city of Victoria were fixed at 13 per cent., namely, 8¾ per cent. for police rate, 1½ per cent. for lighting rate, ¾ per cent. for fire brigade rate, and 2 per cent. for water rate. In the new Ordinance the police rate is fixed at 8¼ per cent., thus reducing the total to 12½ instead of 13 per cent. How soon this reduction will take effect is uncertain, as the Ordinance is to come into effect "upon a day to be hereafter proclaimed by the Governor;" until such proclamation is made the existing scale will remain in force. A change has also been made with regard to the outlying districts. Under the existing scale the rates at Victoria Peak are fixed at 8¾ per cent., and in British Kowloon and other outlying districts of the colony 6 per cent. Under the new Ordinance the rate at Victoria Peak, Quarry Bay, Kowloon Point, Hung Ham, and Sham-shui Po are to be 8¼ per cent., and at other places 5 per cent. This rate is for police purposes only; the lighting, fire brigade, and water rates are not levied outside the city of Victoria. It will be seen that the incidence of taxation has been altered as regards districts, the populous parts of Kowloon being subjected to the same police rate as Victoria and the Peak, in place of 6 per cent. as at present, while the other outlying districts will have to pay only 5 per cent. Until the notification of June last this was the rate for the whole of the colony outside the city of Victoria. The scale now proposed is, we think, more equitable than that fixed by the notification of June last, for the cost of police protection to the property at Quarry Bay, Kowloon Point, and Sham-shui Po, as well as at the Peak, is probably as great as to that in the city, and the same rate should therefore be levied; while in the more rural districts there has, we believe, been no material increase in the cost of police protection. If, however, the persons affected by the increased rate at the places named consider themselves unfairly treated they will no doubt be able to secure the good offices of one or more of the unofficial members to lay their views before the Council. In the absence of any expression of opinion to the contrary we look upon the assessment at these places as not unreasonable, for both at the Peak and Quarry Bay new police stations have had to be established, while the number of men at the other stations has had, we believe, to be augmented, and it is only right that the localities which profit by the increased protection should pay for it. The really important and valuable part of the Ordinance is that it places the power of regulating all these details in the hands of the Legislative Council, and thus, through the unofficial members, gives the public a large measure of control both as to the amount in which they shall be taxed and in the apportionment of that amount between the different districts of the colony. One other effect of the Bill deserves a passing word of notice: the district hitherto known as Tsim-sha-tsui is hereafter to be called Kowloon Point.

H. M. S. *Espoir*, Commander Adams, R.N., left Amoy on the 22nd October for Formosa.

We are requested to acknowledge the following additional subscription to the Kwangtung Inundation Relief Fund:—

Mr. Watson (Amoy) .... $5.

We learn from the Agents (Messrs. Adamson, Bell & Co.) that the Shire Line steamer *Denbighshire*, from Hamburg, Antwerp, and London, left Singapore for this port yesterday.

The work of pumping out the steamer *Glenfruin* has been commenced, and progressed favourably yesterday. If all goes well she will be set afloat this morning, and will then be towed over to the Kowloon docks.

Admiral Sir W. M. Dowell, K.C.B., and his staff have taken up their residence at Government House, and will continue there as guests of His Excellency the Governor until the Admiral's departure, fixed for the 10th inst., by the next homeward mail. Vice-Admiral Hamilton is a passenger by the P. and O. steamer *Ravenna*, due here to-morrow.

We are requested to remind our readers that parcels intended to reach the United Kingdom in time for Christmas and New Year must be posted before 3 p.m. on the 9th instant, and to ask those who mean to send such parcels to be kind enough to post them as soon as possible, so as to avoid a rush on the last day. The letter mail for Christmas is that of the 17th instant, for New Year that of the 24th.

It was stated some time ago that the Spanish Government had purchased two men-of-war being built in England for China. The following paragraph may perhaps account for the report:—"The Madrid *Correspondencia de Espana* states that the vessels which the Spanish Government propose to purchase are two first-class cruisers now building in the yard of Messrs. Armstrong, Mitchell, and Co., and originally intended for the Japanese Government. Each vessel has a tonnage of 3,600, and carries two 28-ton and six 5-ton guns, besides machine guns and torpedoes. One of the ships will probably be ready for sea by the middle of next month, and the other in January, 1886."

The following are the "orders of the day" for this afternoon's meeting of the Legislative Council:—

1.—The Honourable P. Ryrie, pursuant to notice, to move—"That an enquiry be made into the overcharges recently made by the owners of cargo-boats to the detriment of shipping interests, and that the Registrar-General's department be empowered to deal with all such grievances."

2.—The Council to go into Committee on the following Bills:—

(*a*.)—The Bill entitled the Loan Ordinance, 1885.

(*b*.)—The Bill entitled the Prison Ordinance, 1885.

(*c*.)—The Bill entitled an Ordinance to amend Ordinance 8 of 1880.

3.—Second reading of the Bill entitled the Municipal Rates Ordinance, 1885.

We have to acknowledge receipt of the September number of the *Overland Monthly*, the ably conducted San Francisco magazine, which we are glad to see continues to flourish. The present number contains several tales and sketches connected with mining life, which will be read with interest everywhere; and under the title of "The Doctor of Leidersdorff-street" we have a romantic story of San Francisco in war times. The Hon. S. S. Cox, U. S. Minister to Turkey, contributes an account of the thirty-fifth and thirty-sixth congresses, the two which preceded the war. An account of the running of the blockade at Wilmington forms rather exciting reading. The remaining papers are all of a high order of excellence.

With regard to the questions at issue between Germany and Spain, the *St. Stephen's Review* expresses its wonder as to "what the Spaniards would have said had they been treated as we were treated by Germany in reference to New Guinea. Here was a case where we were absolutely first in the field, had asserted our authority and hoisted our flag over the whole island, and this with the approval and endorsement of Lord Derby, as representing the Home Government; but no sooner did Prince Bismarck show his teeth and shake his fist, metaphorically speaking, than our faint-hearted Colonial Minister conceded the better part of the Island, to the utter disgust of the Australian colonies, who felt that their interests had been sacrificed and that the seeds of future difficulties have been sown by this cowardly retrocession. The Spaniards would not have allowed Lord Derby to escape so easily as our easy-going John Bull has. Yap, so far apparently as the historical incidents can be traced—this apple of discord—belongs more to England than to any other Power."

We learn that His Excellency the Governor, accompanied by Miss Agnes Bowen and Lieut. Bowen, A.D.C., will leave Hongkong by direct steamer for Calcutta on the 15th December next on a visit to the Viceroy, the Earl of Dufferin. After some stay at Calcutta Sir George Bowen and family will proceed by Benares, Lucknow, Agra, and Delhi to Bombay, and thence to England, where they will arrive in time for the opening of the Indian and Colonial Exhibition. It will be recollected that the Governor was granted a long leave of absence, on medical certificate, at the beginning of the present year, but that he decided to remain at his post during the critical period of the Franco-Chinese hostilities and of the threatened war with Russia, when Her Majesty's Government expressed their "high appreciation of the public spirit which led him to this decision." Now that the political atmosphere in this part of the world has cleared and all is quiet again, permission for the Governor to return to England has been renewed. We understand that the Governor and Miss Bowen intend to give a farewell ball on the 24th instant, and that there will be Garden Parties at Government House on every Monday during the present month.

The manslaughter case, in which a shopkeeper named Chan Yau was charged with causing the death of a coolie named Cheung Sin, on the Praya, near the steam launch wharf, on the 7th ult., was committed for trial at the Criminal Sessions of the Supreme Court, yesterday afternoon, by Mr. Wodehouse. Some further evidence was taken, Mr. Deacon conducting the case for the prosecution, Mr. Caldwell defending. The defendant will also be charged on a Coroner's warrant, as the jury at the inquest found that he was one of the parties engaged in beating the deceased at the time his death was caused, and returned a verdict of manslaughter against him.

Under the heading "Russia in Further Asia," the *Saturday Review* discusses the questions suggested by the recent revelations as to Russia's dealings with Korea, and also the telegram describing the efforts of Colonel Prejevalsky to get into Thibet. It concludes that the colonel's defeat is due to the ingenuity of the Chinese, who blocked the mountain paths. The Korean business is described as more complicated, and, perhaps, more conjectural. It proceeds to describe the apparent character of Russia's projects in the Far East, and adds:—"Many things have contributed to assist this design—the indifference of England to these distant regions, the absence of any other European competition, the jealousy of Japan and China, the bad organisation and slow movement of the vast forces of the Chinese Empire. But it is not quite certain that the Russian move, cleverly made and just defeated, may not be the last which Russia has a chance of making without actual war. It is said by authorities different from those just quoted, but worthy of not less respect, that both China and Japan have at last waked up to the dangerous advantage given by their family jars to the powerful and unscrupulous neighbour who has so long been edging down upon them. Whatever truth there may be in the rumours of a triple understanding (not, of course, a triple alliance) between these two Powers and England to check Russian designs and advances, it is certain that such an understanding, which need not be a formal one, would be an exceedingly sensible thing for the interests of all three."

LATEST TELEGRAMS.

LONDON, 2nd November.

THE EASTERN QUESTION.

The Greek Government have sent a conciliatory Note to the Great Powers demanding the extension of the Greek frontier to Epirus as adjudged by the Treaty of Berlin.

CRICKET AT AMOY.

A cricket match was played on the 28th October at Amoy between H.M.S. *Espoir* and the Kulangsu Lawn Tennis and Cricket Club. The match was drawn, time not permitting of its being finished. The following is the score:—

KULANGSU CLUB.

W. Laidlaw, b Robinson	28
R. G. Watson, run out	25
J. R. Harding, c McKnight, b de Robeck	14
W. Christy, b de Robeck	7
F. Grimble, c and b de Robeck	3
R. H. Bruce, b de Robeck	44
A. H. Capper, c Riddles, b de Robeck	11
E. Stevens, c and b de Robeck	0
W. H. Thompson, b Wheeler	0
C. Budd, b Wheeler	8
R. Wolfenden, not out	0
Byes 9, wides 5, leg byes 1	15
	155

H.M.S. "ESPOIR."

H. R. Robinson, not out	32
Dr. Wheeler, run out	0
McKnight, c Thompson, b Watson	4
Bromidge, c Bruce, b Grimble	5
Captain Adams, b Watson	3
J. M. de Robeck, c Watson, b Grimble	19
Coverly Trout Paul Day Riddles } To bat.	
Byes	2
Total for 5 wickets	63

SUPREME COURT.

3rd November.

IN APPEAL.

BEFORE THE FULL COURT.

CHAN YUK CHEONG AND OTHERS v. M. J. D. STEPHENS.

In this case, which was heard about the latter end of February last, the plaintiffs, the owners of Marine Lot No. 184, complained that the defendant, who was the owner of Marine Lot No. 185, had pulled down a wall of a house standing upon the former lot and was also preparing to build upon a narrow strip of land belonging to them which the defendant claimed as his property so as completely to deprive the plaintiffs of light and air through the windows of their godowns, and the plaintiffs claimed $500 for damages and that the defendant be restrained by the injunction of the Court from trespassing on this land. The defendant claimed that in pulling down part of the wall of the plaintiffs' godown he had only been pursuing his right, as the building stood upon his ground. The action lasted four days, judgment being reserved, and delivered by the Chief Justice on the 6th March. His Lordship held that it was necessary for him to go into the measurements of the surveyors who had been called on either side—Mr. Danby and Mr. Hancock, as he thought that if the plaintiffs' building had encroached upon the defendant's ground, it had been acquiesced in by the Government and by the person who then owned the lot now belonging to Mr. Stephens. Judgment was given for the plaintiffs for the amount of damages claimed, and the injunction applied for was also granted. At the hearing of the case Mr. Francis, instructed by Mr. Caldwell, appeared for the plaintiffs; the Attorney-General (Hon. E. L. O'Malley) and Mr. H. M. Baily, instructed by Messrs. Wotton and Deacon, for the defendant.

The defendant now brought forward a motion for leave to appeal against the decision of the court.

The Attorney-General now appeared before the court in pursuance of a notice dated the 19th March last, upon which no action had since been taken, which was to the effect that the court would be moved on the 23rd March, or as soon after that date as counsel could be heard for an order that judgment in this case should be entered for the defendant, with costs.

The Chief Justice asked the Attorney-General if he was not rather late in making this application.

The Attorney-General said it was rather late, but notice had been given on the 6th March. It was true nothing had been done towards carrying it out, but the whole interval had been occupied by a long and slow process between the parties in attempting to get the boundary line set out between the two properties. He understood that the parties were quite willing to adopt the line which had been stated in his Lordship's judgment, but the difficulty had been in arriving at that line. As to the question of acquiescence, that had not been anticipated on either side, and had not been fully gone into. He only mentioned the matter, however, as a possible ground to entitle them to be reheard. The Attorney-General went on to argue that the judgment of the court had not gone far enough, and had not defined what was the boundary line between the two buildings, and though both parties were desirous of carrying out that order, they were unable to do so.

The Chief Justice said the judgment must be read with the evidences and it was then quite clear. There was no doubt a difference of 2ft. 8in. between the measurements of Messrs. Danby and Hancock, and Mr. Danby's measurements were not disputed, it being only contended that he had started upon an incorrect basis. The court had deputed the Registrar, at that time Mr. Ackroyd, to ascertain the boundary, and he had acted upon the statement of Mr. Danby, who had been called admittedly as a witness to establish the plaintiffs' claim, and who was consequently, though he would not say improperly, biased. Mr. Danby in indicating to the Registrar the boundary line between the two lots, did not indicate the same line he had deposed to in the hearing of the case. Had he done so it would have been found that the defendant was not in fault in what he had done.

The Attorney-General pointed out that the Surveyor-General, (the Hon. J. M. Price) had visited the ground at the same time as the Registrar and Mr. Danby, and it was made evident then that Mr. Danby's line could not be correct, as he had indicated a perfectly straight line, while it was found that to draw the line from the points he had mentioned, there must be a kink or bend in it. Even admitting the justice of the line Mr. Danby supplied them, this would deprive the defendant of a strip of land ten inches in width at one end, and tapering to a point at the other. Mr. Danby, however, when questioned on the ground as to his lines, was unable to verify them by the marks he had given evidence to, and he then went upon some private measurements he had, and a black line he had drawn, which had never been mentioned in his evidence. It was upon this that the Registrar had fixed the line, and he (the Attorney-General) thought that was not fair to the defendant.

Mr. Justice Ackroyd said the defendant had produced no evidence to contradict Mr. Danby's measurement, and he asked at the time if he could give any points to start upon which were not in dispute, and he could not.

The Attorney-General went on to argue the case at very great length. He quoted extensively from the very voluminous notes of the evidence, and he contended that had the judgment of the court been strictly carried out—going upon the measurements given in evidence by Mr. Danby,—it would have amounted to a judgment for the defendant.

The Chief Justice said he did not think so.

The Attorney-General applied to be allowed to file affidavits in support of his contentions, and to set aside the judgment of the court.

The Chief Justice said the court could only decide upon the application before them, which did not contain anything of that kind.

The Attorney-General also applied for leave to file affidavits in support of a motion to set aside the order made upon the report of the Registrar.

Mr. Justice Ackroyd thought the appellant's course was to ask the court that the original motion should stand over for the present until further material had been furnished.

The Chief Justice said it would be better to make a fresh application, and withdraw the original one.

The Attorney-General then altered his motion as follows:—That the court do set aside the order of the 7th September, 1885, confirming the Registrar's report of the 15th May, 1885, and that an inquiry be directed as to the point really indicated on the sale plan of 1877.

The Chief Justice said he understood that the original motion was withdrawn, and this one substituted. He said it was so long since the evidence was taken that he was afraid they would have to look over it, and that would be a very long piece of work.

IN SUMMARY JURISDICTION.

BEFORE MR. JUSTICE ACKROYD.

CHUN YIK WA v. D. MUSSO, $777.26.

Mr. Master (from the office of Messrs. Sharp, Johnson, and Stokes) for the plaintiff, and Mr. Holmes for the defendant.

The plaintiff claimed for the value of a quantity of timber he alleged he stored in the defendant's godowns for which he produced a receipt, the delivery of which was refused to him when he applied for it. He also claimed for damages for detention and interest.

The defence was that Mr. Musso had lent the plaintiff $400 at interest, upon a promissory note, which was in due form, and that the plaintiff had given him a written document, which amounted to a letter of hypothecation, authorising him to retain the timber as security for the repayment of the money. The money had never been paid, and the defendant consequently held the timber.

On behalf of the plaintiff it was contended that the money was obtained for one Wong Amow, a contractor who was doing some building work for Mr. Musso, at a house at Pokfolum.

The defence urged that Mr. Musso would not have paid this money to the contractor, as he was not entitled to it under the contract, and that he simply lent it to the plaintiff to do what he thought proper with it. If he afterwards lent it to Amow, that was a matter between him and that individual, and it was to the plaintiff that Mr. Musso looked.

The hearing of the case was adjourned to Friday for the argument of a legal point whether it was the plaintiff or Amow, who was indebted to Mr. Musso for the money lent.

POLICE COURT.

3rd November.

BEFORE MR. H. E. WODEHOUSE.

DRUNKENNESS.

Shiro Waka, an unemployed Japanese seaman, was fined $1 for drunkenness and disorderly conduct on the 2nd inst.

ASSAULT.

William Aham, marine of H. M. S. *Audacious* was charged with assaulting Yuen Kam, inmate of a brothel in Ladder-street early yesterday morning.

The defendant engaged the woman, and he quarrelled with her and assaulted her, being somewhat the worse for drink.

He was fined $10, and had also to pay $2 amends to the girl.

WANTON MISCHIEF.

John William, unemployed seaman, was charged with drunkenness and wilful damage to some lamps to the extent of $1, on the 2nd inst.

The defendant, in a fit of drunken foolishness, pushed over a box containing lamps which two coolies were carrying.

In default of paying $1.50 amends for the damage, he was sent to gaol for three days.

PUBLIC GAMBLING.

Eighteen Chinese were brought before the court charged by Inspector Staunton with public gambling.

Inspector Staunton, with some constables, made a raid on the basement floor of 41, Cochrane-street, and found the prisoners playing dominoes. With the exception of two beds, the place was unfurnished, and he was unable to see who was manager.

The defendants were fined $5 each, or in default 14 days' hard labour, the money found in the house was confiscated, and $3 given to each informer. Nearly all the fines were paid.

BREACH OF QUARANTINE REGULATIONS.

Hu Aluk, Hung Ahap, and Chau Shin Hin, fishermen, were charged with committing a breach of the Quarantine Regulations on the 3rd inst.

P. C. Euenson found the defendants making their boat fast to the German steamer *Bellona* now in quarantine in this harbour. He shouted to them to leave the ship, but they took no notice of him until he threatened to fire on them.

The defendants alleged that the first defendant was in charge of the boat in the absence of the master, and they were fined conjointly $10, which was paid.

COUNTERFEIT MONEY.

Foug Aping and U Amau were charged with feloniously endeavouring to pass a counterfeit dollar on the 3rd inst.

A lokang in the Wanchai Market saw the *second defendant* first attempt to pass the dollar on the keeper of a pork stall, and when the stallkeeper detected the badness of the coin, he got it back, and gave it to the first defendant, who was at the entrance of the market, and who thereupon attempted to pass the coin at another stall with equal want of success, and both were then arrested. The second prisoner then offered the constable three dollars to let them go, and he took possession of the coins. These three coins, and the one they attempted to pass, were pronounced by the Magistracy shroff to be copper coated with silver.

The prisoners were sentenced to fourteen days' hard labour, the counterfeit coins to be destroyed.

HOME JOTTINGS.

[FROM AN ENGLISH CORRESPONDENT.]

The Celestial Empire continues to secure representatives in the literary world. We called attention some time ago to the fact that an able servant of the Emperor of China residing on the Continent had been writing some articles in a leading French review on Chinese life. The learned writer has now come before the public as the author of an elaborate work relating to his native land. "The Chinese Painted by Themselves" is the title of the work which Messrs. Tuer & Field have published for Colonel Tcheng-ki-tong. Many readers will be glad to obtain an original source, but those of us who are familiar with the everyday habits and customs of the Celestials will know which portions of the work must be received *cum grano salis*. It is very well for the "Colonel" to say that "a Chinese woman walks just as well as you and I. She even runs upon her little feet. She goes out walking, or in her palanquin, and has not even a veil to hide her from indiscreet gazers." We will challenge the Colonel to show us twenty ladies walking about the streets of Canton or elsewhere with their small feet in the course of a day's walk, in the sense in which we matter-of-fact Westerns speak of ladies taking a walk. He knows full well that even the most fashionable streets of such a city as Canton are innocent of the tread of Chinese ladies' feet. He talks grandiloquently about the education, family life, and customs of the Chinese, and everyone familiar with the *theory* of Celestial life will say that he writes justly; but when he puts the theory of Eastern life against Western practice he at once forfeits his claim to be heard as a logical reasoner. Bad as is the life of the Occidental, he can put theory to theory, or practice to practice with China any day.

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"The Cross and the Dragon, or Light in the Broad East" is the title of a work which Messrs. S. W. Partridge & Co. publish for the Rev. B. C. Henry, M.A., of Canton. We heartily congratulate our new author. He writes as only a man of careful observation, sound judgment, and wide experience could write. An Introductory Note by Joseph Cook adds to the value of the work. While Colonel Tcheng-ti-tong defends the "golden lilies" of his fair sisters, Mr. Henry says the evils of the practice are so obvious that one wonders at its continuance. True! It is a most imbecile practice, but so long as the body and not the mind form the standard of beauty and admiration, so long will small feet, wasp waists, painted cheeks, and deformed heads be to the fore. We anticipate for Mr. Henry's volume an extensive sale.

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We ought long ago to have mentioned that the Rev. J. Hudson Taylor, of the China Inland Mission, has issued, in an entirely new and beautifully illustrated form, his work on "China's Spiritual Need and Claims." Mr. Taylor's works and work are alike highly appreciated by all classes of the Christian community at home, and whatever views he may hold about the best method of prosecuting mission work among the Chinese, all will admire the true missionary zeal and devotion of the author and his rapidly increasing band of workers.

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It may be here remarked in passing that the *Leeds Mercury* of September 16th, 1885, had a long and appreciative note on the works of Messrs. Henry and Tcheng, and several characteristic extracts were given, enabling readers to judge of the contents of the books.

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The Rev. Hilderic Friend, formerly of Canton, has recently published a new illustrated volume entitled "The Ministry of Flowers." Messrs. W. S. Sonnenschein & Co., London, who brought out the same author's work on "Flowers and Flower Lore," are the publishers. The book is printed in bold type on good paper, and is neatly bound, for two shillings and sixpence.

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The Rev. T. G. Selby, for some years a missionary in South China, has recently married. The ceremony was performed by the Rev. Ed. Sinzininex, brother-in-law of the bridegroom, formerly of Canton.

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The Baptists have resolved to do more for the good of China than they have hitherto attempted. A lady of high attainments living in Liverpool has resolved to give herself to the work, and, acting under good advice, is about to secure six months' medical training in London to fit her for work among the women of the East. We recently met a gentleman, who is studying arts, science, medicine, and divinity in Glasgow with a view of coming to China shortly, and from him we learned that others were preparing for a similar work.

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The work of the British Association in Aberdeen is deserving of a passing note, but we regret being unable to give details by this post. The harvest has been much delayed in many parts of the country through the unsettled state of the weather; but many farmers have secured good crops, the roots, fruit, and other things being above the average. The cry about low prices and depression of trade still continues. Yet thousands of pounds changed hands this week over the race-course!

REMOVAL OF THE BODY OF TSO TSUNG-T'ANG.

At 8 o'clock on the morning of the 15th ult., the shipping in harbour at Pagoda Anchorage hoisted their ensigns and house flags at half mast, and active preparations were being made on board the *Meifoo* to receive the remains of the deceased Chung-t'ang; sheep, goats, pigs, fowls, etc., arriving in large numbers for the purpose of sacrifice.

The arrangements were ably carried out under the supervision of Mr. Leou Qui-yiang, the Secretary of deceased, Captain Petersen, and the officers of the ship. The coffin, which measured 52in. by 30in. by 6¼ft. and weighed over a ton and a third, was covered with a magnificent red silk pall, richly embossed with pure gold, the dragon figuring prominently amongst the designs. It rested on two large junks lashed together, with a mortuary fitted up, by a staging being placed from one to the other, and a canopy of canvas tied to a large bamboo frame; this again was lined with the different war banners and silk flags of the deceased mandarin. The Viceroy of Fuhkien and the Tartar General accompanied the remains. The three sons of the dead man, as chief mourners, were dressed in white, covered with sack-cloth; their body guard acting as bearers. On the appearance of the cortège down the river from Foochow, the men-of-war and different forts fired a salute of nineteen guns, the buglers and drummers playing a funeral dirge. Arriving at the ship it was brought round to the after cargo port; where it was received by the different mandarins, Capt. Petersen, officers, and crew of the ship. The coffin, not being allowed to be slung on board, was gently hauled up a gangway made of teak; the dimensions of which were 3½ feet thick, 5 broad and 32 feet long, supported on the port at one end and on a large junk at the other, having large blocks placed under it as supports. Once on board the canopy was removed, and the coffin placed on the after hatch of the 'tween decks, where a mortuary had been erected for its reception. This was made by a screen placed from the after part of the engine room to the fore part of the saloon, which was also hung with white silk. Eight bags of rice were placed for the coffin to rest on; at the foot, a large altar was placed, with the image of Tso sitting on a chair, dressed in a yellow jacket and mandarin hat with red button and plume. On either side of this were attendants, and in front different kinds of food, candles, and incense.

During the night large quantities of furniture, &c., belonging to the late Chung-t'ang's staff arrived; also 400 soldiers to form a guard. At 1 o'clock the next day anchor was weighed and the ship proceeded down river, under a salute from the men-of-war and forts. On the way the ship received nineteen guns from each fort, and the hills in their vicinity were lined with troops, who fired volleys of small arms and crackers, until the White Fort was reached, when a salvo of guns and small arms were fired. Here the ship anchored in order to allow of the service of sacrificing a goat and pig to the sea-gods for a prosperous passage. This was done by sprinkling the blood of both animals over the bows of the ship, after a mandarin had prayed over their bodies. The ship then proceeded to Shanghai, having a strong head-wind and sea. She arrived at the lightship at 12 o'clock on the 18th inst. On nearing Woosung several large war junks met the ship, and fired a salute of three guns, and on arriving opposite the forts they also gave a salute of nineteen guns.

Captain Petersen and his officers have received great praise for the way in which they carried out the duties entrusted to their care.—*Daily News* Correspondent.

One clergyman rebuked another for smoking. The culprit replied that he used the weed in moderation. "What do you call moderation?" inquired the other. "Why, sir," said the offender, "one cigar at a time!"

The point of Dom the highest summit (4,554 metres, that is 14,941ft.) of Michabel, in the canton of Vallais, has been ascended for the first time by an Englishman named Carter, accompanied by the two guides Taugwalder and Umseng. This extremely dangerous ascent has never been accomplished before. The daring party afterwards returned to Randa without accident.

SILK CULTURE IN SIAM.

Mr. Archer has prepared the following report on Silk culture in the province of Kabin:—

The culture of silk in Siam is strictly confined to the numerous Laos Settlements throughout the country, and to the Cambodians in the south-eastern provinces bordering on Cambodia; nowhere are any Siamese known to rear the silk-worm. The reason generally given is that whilst the art of silk culture, which is deemed a difficult one, has been transmitted to the Laos through successive generations, the Siamese are in complete ignorance of it. This explanation, however, is hardly satisfactory, and the real reason is perhaps to be found in the use by the Siamese women of plainer cloths ("phanung"), but of finer texture, such as are easily imported from China and Cambodia, where, the production being greater, more care is taken in the reeling and weaving. The great centres of the production of silk in Siam are Korat, 130 miles to the north-east of this city, and Battambong, 200 miles to the south-east, as the crow flies.

Beautiful cloths, sometimes of great value, are woven in Chiengmai; and a certain quantity of raw silk is said to be exported from Hluang Prabang, on the Mekong River, to Chiengtung, one of the principal Shan States. The production is, however, small in comparison with that of Cambodia and Annam, and the export is consequently unimportant, consisting entirely of so-called Korat silk. It is taken to the latter place in small quantities from the neighbouring Laos and Cambodian provinces, such as Buachum, Pimal, Suwanaphum, Sisaket, Khukan, Sangkha, and Surin, and there sold, or more generally bartered for cotton and other goods to Chinese traders, who resell it at Bangkok to the exporters. A number of these traders are, however, settled in other small localities, where they have greater facility in purchasing the silk from the producers, and amongst these Pakprio, which is about half-way to Korat by way of Saraburee, is the most important centre.

Hardly any of the better qualities of Laos silk reach the Bangkok market, therefore it may fairly be presumed that it has hardly yet been tested as an article of export. The export of Korat silk has shown no decided increase, as is shown by the annexed table. Twenty years ago the average was over 500 piculs per annum, but between the years 1871 and 1874 it had risen to 1,000 piculs. Since the latter year, however, it had stood at about 700 piculs, until last year, when it rose to 1,000 piculs, at a value of $98,418. In contrast to these figures, the returns of the exports from the port of Saigon show that the value of raw silk, which is almost entirely exported to Singapore, has more than doubled in the space of four years, and in 1883 stood at $342,881. The rice of Cambodian silk in Bangkok is about 5 ticals ($3) the Chinese pound. That of Ssu-chuan silk, in China, Tls. 169 a pound.

MINERALS IN CENTRAL ASIA.

The Russian Government is determined to leave no stone unturned to develop to the utmost the resources of the region which it has recently conquered from the Turcomans. During the last few days it has despatched to Askabad one of the foremost mining authorities of the day in Russia, M. Gulishambaroff, to investigate the mineral treasures of the region. Gulishambaroff's name is probably already familiar to some of our readers as the chief Russian writer on petroleum. In this line he has achieved a great reputation as a specialist, but he is also well skilled in mineralogy generally; and although petroleum will be one of the products that he will have to report upon in the newly annexed region, there are others that will attract on his part greater attention still. One of these is sulphur, of which such enormous deposits have recently been discovered in the Turcoman desert, that they are probably the largest of the kind in Asia. Iron also is known to abound in many parts of the Akhal oasis, in which Askabad is situated; specimens of a very fine ore having been collected by the mining engineer Konshin, during one of his journeys. Gulishambaroff, who will be well furnished with funds and a suitable staff, will no doubt effect other discoveries; for the Herat district, which is contiguous with the territory acquired this year, is particularly rich in almost every kind of mineral. This fact would appear to be unknown to those politicians who counsel resigning Afghanistan to Russia, but we may be sure Russia is well aware of it.—*Engineering*.

LIVERPOOL WATER WORKS.

The late water famine in Liverpool has turned attention to the great scheme of supplying that city with water from the Vyrnwy. This undertaking is being actively pushed forward, but the magnitude of the works is such that it will be some time before the present scanty supplies can be augmented. The aqueduct from the intended Lake Vyrnwy to the present Prescot reservoirs will be 67½ miles in length. It will consist partly of tunnel and partly of three parallel lines of pipes. The section of the tunnels is such that they will pass all the water to be obtained; but as it will be long before such an immense supply will be needed, only one line of pipes will be laid for the present, its discharging power being 13,000,000 gallons daily. The tunnels are named the Hirnant, the Cynynion, and the Llanforda, respectively. The first is 2 miles 390 yards in length, and extends from the intended lake to the Hirnant Valley; of this 3,604 yards have been driven, but not yet completed by the contractors, Messrs. J. W. & M. H Larmuth, of Manchester. A distance of 13 miles 460 yards separates the first and second tunnels, and in it the pipe-laying is almost completed. The Cynynion tunnel is 1,482 yards long, and is completely driven, but not finished; it is separated from the Llanforda tunnel by the Morda Valley, 165 yards broad, which will be crossed by inverted syphons. This last tunnel is 1,607 yards long, and is also driven but not completed; at its outlet there will be situated a balancing reservoir and filter beds, near Oswestry. The next section, from Oswestry to Malpas, measures 17½ miles, and the pipes are nearly all laid. In the next section, from Malpas to Colebrook, a distance of nearly 12 miles, about 5¾ miles of pipe have been laid. Eleven miles further comes the Norton water tower, and more than 10 miles of pipe have been laid. The last section is 9 miles 475 yards, and involves the crossing of the Mersey; 8 miles of the pipes have been laid. Lake Vyrnwy will have an area of 1,115 acres, at an elevation of 825 feet above the sea level, and the length of the embankment from rock to rock will be 1,255 feet. The height from the river bed to the top water level will be 84 feet, and to the parapet of the roadway, to be carried on arches along the embankment, about 98 feet. Up to June 30 a sum of £899,794 had been spent on works, and a total expenditure of £1,250,555. Mr. G. F. Deacon is the water engineer of Liverpool.

THE PRINCESS OF ZANZIBAR.

A Washington correspondent of the *New York Tribune* writes:—The reading world was informed, a few days ago, by a cable dispatch from Zanzibar, that the Sultan's sister and family, for many years resident in Berlin, have arrived there on the German steamer *Ehrenfels*, and that the commander of the German squadron, Admiral Knorr, claims, in her behalf, some confiscated personal property of the reigning Sultan, Said Borgosh Ben Said. There is not only a most interesting little romance connected with this apparently dry dispatch, but it also sheds a flood of light upon the diplomacy and objects of Germany in its persistent warfare upon the present ruler of Zanzibar.

Nineteen years ago the Zanzibar branch of a certain Hamburg mercantile house was under the superintendence of a handsome young German merchant whose blue eyes and golden hair made sad havoc with the heart of the youthful sister of the reigning Sultan, Said Borgosh. She fell desperately in love with him, and the romantic young merchant requited her affection. He gave up his position and fled with the girl, escaping pursuit and reaching Germany. They settled down at Berlin, where they were married after the young African princess had embraced Christianity. But in their case, too, the course of true love did not run smooth, and the haughty relatives of the young merchant turned the cold shoulder to the new accession from the Far East. All efforts to secure a new foothold in his native land were in vain; one commercial venture after another in which he engaged failed, and after a few years of hardships, sorrow, disappointment and undue exertion carried him into an untimely grave. The princess, now mother of two children, a boy and a girl, then stood alone and helpless in the world; all efforts to conciliate her brother, the Sultan, were in vain, although strong English and German influences were brought to bear upon him. She showed herself equal to the emergency, however. Possessed of woondrous linguistic talent, she had mastered the German language thoroughly, and soon managed to earn a competence by giving grammatical and conversational instruction in Arabic. The correspondent of a German daily, who visited her at Berlin some years ago, described her as a slender lady of medium height, with expressive face and strong, yet womanly, soft features, lightly bronzed complexion, jet black, bright eyes, and long, straight black hair. Her children have a very light complexion.

She has now returned, as the cable tells the story further, to her native land to claim her own. In doing so she is backed by the strong arm of Prince Bismarck, the picker-up of unconsidered colonial trifles, at whose direction the powerful fleet of Germany has been menacing her stubborn brother, the Sultan Said Borgosh, so long already. Should he yield to Germany's demands for the restoration of his sister's property, it will not be long before some pretext will be found to harass him again, especially after his sister's son, now fast approaching man's estate, shall have become firmly established in the native land of his mother, who, in all probability, he will become the centre and leader of all disaffected hostile elements, and some fine day it may not surprise his playmates at Berlin and the reading world at large to learn that he has been made Sultan of Zanzibar. Should he resist, Said Borgosh may be dethroned at once and the young Prince put in his place. But this young man, born to a German father upon German soil, is, according to well-recognized international principles governing nationality, a German, a subject of the Emperor William, and his accession to the throne of Zanzibar would virtually mean an absorption of that now so important territory by Germany, and a fresh triumph for the new colonial policy of the wily German Chancellor.

THE NEW SILVER PANIC.

The excitement in the city about the fall of silver is the subject of an article in the *Statist*. It argues that "the effect of what is happening in relation to gold may have to be considered with reference to this question of the value of silver, which is reckoned in all the calculations, it must be remembered, in gold. For the present, however, we should say that the value of gold has been adjusted so that a further and sensible appreciation within a short period is not so very likely. In the absence of extraordinary demands, the present annual supply seems just about equal to the ordinary demands. No doubt the tendency for the future is for gold to appreciate still further, unless there is an increase of the supply; but the very same causes which make it likely that gold will appreciate, also make it likely that the value of silver will be sustained. The multiplication of commodities which causes an appreciation of gold, also tends to neutralise the depreciation of silver, which may be due to the increased production of that metal."

OCEAN TELEGRAPHS.

With respect to the proposal that the great ocean cables should become State property, the *Daily Telegraph* contends that "It is useless to pride ourselves on the fact that a continent 11,000 miles from England is brought by the telegraph within one or two hours of our shores, so long as such a costly tax is demanded from anybody desirous of communicating with a relative or friend in the distant land. Poets and poetic historians have dwelt on the grandeur of the ideal time when 'people speaks to people,' but the interchange of observations is seriously curtailed when each word costs twelve shillings. From this standpoint it becomes a ridiculous travesty of truth to speak of the electric wire putting a girdle round about the earth. When we have shilling or sixpenny telegraph rates to Melbourne, Bombay, and Cape Town, then the British Empire will be federated by the telegraph, but not until then. If it be asked how tariffs are to be effectually reduced, the answer is that this can be done in two ways, by Government action—either new telegraphic lines can be laid down at the public expense instead of by private enterprise, or the existing lines belonging to the companies may be bought over by the State."

A RADICAL UPON FAIR TRADE.

Mr. Storey, M.P., speaking at a Liberal club meeting at Sunderland on the 24th September, said no man could look upon the country without deploring the sad depression in trade. He did not care whether a Tory Government appointed a Commission. If he could be of any use he was quite willing to be there. Mr. James Lowther had suggested that a 5s. tax upon corn would be a good thing; it would raise the revenue and not increase the price of bread much. He himself was for free trade, but at the same time he admitted there was something to be said for fair trade. The wine bottle trade, for instance, had been lost to the English manufacturer and workmen, and why? Prince Bismarck had put a prohibitive duty upon wine bottles that went into Germany, and now our English manufacturers and merchants could not send the bottles there and compete with bottles that were made in Germany. It was not unnatural that men should say, "Why don't you put a tax on Prince Bismarck's beer bottles when they come to London, equivalent to the tax he puts upon our wine bottles when they go into Germany?" He hoped it would be practical questions such as this that would be dealt with both by the Commission and by Parliament. They were mistaken who thought that this question of free trade and fair trade was settled once for all. He was satisfied that free trade had done a great deal for this country. But he did not believe it was like one of the Ten Commandments, which must be obeyed and could not be impugned. He thought it stood upon its own merits. We had adopted free trade in this country because it was good for us, and if it was bad for us, like sensible men we would do away with it. He thought there ought to be fair play between nations.

GUN TOWERS ON SHIPBOARD.

The first of four 22-ton guns for the armament of the new fighting ship *Impérieuse* at Portsmouth has been embarked at Woolwich on board the *John Martin*, and the three others will speedily follow. The guns are of 9·2-inch calibre, and will throw a 380-pounder armour-piercing shot, with a charge of 175 lbs. of brown cocoa powder, under which conditions it has succeeded at proof in attaining the high velocity of 2,070 feet per second. Like all modern guns, it is long in the barrel, having a measurement over all of 26 feet, and it is fitted in the most approved fashion with percussion and electric firing arrangements, and absolute safety guards against the possibility of any hasty or clumsy gunner bringing about a premature discharge until everything is properly prepared. In the construction of the breech arrangement, the rifling, sighting, and every detail of manufacture the gun is looked upon as a perfect specimen of the latest date, but the chief interest lies less in the gun than in the manner of mounting it on board ship. The *Impérieuse* has four towers, upon each of which one of these 9.2 inch guns will be stationed *en barbette*, on the newly adopted Vavasseur carriage, with a large iron shield in front, having a slit in it through which the gun detachment may take aim. The breech-loading principle will also enable the men to keep under cover while loading, and the gun will be exposed only when elevated for firing; but it is objected by some of the naval critics that neither the gun nor the gunners will be so safe as they are inside the turrets, and that they fail to see the advantage of superseding turrets by towers which are practically turrets with the tops off, and consequently exposed to the fire of the marines and machine-guns in the enemy's tops. Some smaller ordnance, diminishing to the quick-firing six-pounder and the mitrailleurs of the torpedo-resisting type will complete the armament of the *Impérieuse*. The quick-firing guns are found by practice capable of getting off a round every four seconds, which, seeing that the gun has to be loaded with a cartridge and eject the case every time, like the Martini rifle, is the utmost that can be expected. Naval gunners are, however, growing expert with the new weapons, and are likewise increasing their mechanical knowledge in various ways on artillery subjects. A plan has just been adopted of issuing movable vents for certain guns, which as the old vents are worn out can be substituted by the seamen themselves, and there are classes of blue-jackets constantly going through courses of instruction in the Royal Arsenal in order that there may be on every ship some one or two of the crew ready to explain any little hitch that may occur, and show how to repair it.

The congregation of a chapel in West Cornwall met the other day to consider whether the old building should be repaired or rebuilt. A wealthy member offered £5 towards the proposed repairs, but just as he had spoken a piece of plaster fell from the ceiling on his head, whereupon he increased his subscription to £10, on condition that the work was at once taken in hand. On this an old miner shouted out, "Hit him again, good Lord."

THE IRISH JUDGE AND THE PRISONER.

Rather a good story which is going the rounds was wont to be a stand by of Justice Porter, the well-known legal *bon vivant* of Dublin. It concerns a rare old Irish Judge on the North-west Circuit, who loved the hunting-field more than he did the stupid, sleepy court-room. His clerk was like-minded, and a joyous pair they made. One fine morning the clerk whispered to the Judge: "Yer honour, old Billy Duane's meet's to-day at Ballykillmulligan, an' they've a fine dog-fox." "How many's in the docket?" asked the Judge excitedly. "Twenty, for rioting and breach of peace, yer honour." "Tim," said the judge, "do you think you can get the first fellow to plead guilty without a jury trial, and me to let him off with a week in gaol?" "The easiest thing in the world," answered the faithful clerk. "Make haste, then, and bring the whole gang; and, I say, Tim, tell Jerry to saddle the mare meanwhile." The twenty Fenians were brought into court, a defiant gang, nineteen of them prepared to fight with counsel and jury to the bitter end. The twentieth had been interviewed by the clerk. He was called by the clerk. "Guilty or not guilty of the crimes charged?" demanded the Judge, with a propitious smile. "Guilty, yer honour; God help me," said the crafty prisoner. "Well," said the Judge, glancing benevolently about the room, "I fancy I can let you off with a week." The man thanked the Judge, and stepped down to the bailiff. There was a terrific sensation among the other defendants. Why, none of them expected to get off with less than five years in limbo. Here was a chance to profit by "his honour's" pleasant mood. One and all manifested an earnest desire to follow the example of their comrade and acknowledge the crimes in a batch. "Do you all plead guilty?" demanded the Judge eagerly. "We do!" shouted the enthusiastic nineteen in chorus. "Fourteen years' transportation apiece," exclaimed the Judge, with a click of his jaw—"Jerry, is the mare saddled yet?"

OLLA PODRIDA.

Sam Jones, the revivalist, says that waltzing is simply hugging set to music, but he fails to tell us how he found it out.

If Europeans are led to imagine by the pictures which they are wont to see of the Shah of Persia in bejewelled fez and uniform that such splendours are displayed on State occasions only they are greatly mistaken. As to Solomon, of old, treasures of this kind are accounted as nothing in the days of the Shah, as will be seen by the description of the globe which has really been constructed by his Highness's orders. The diameter of this globe is eighty centimeters; the seas are made of the finest emeralds, and the different countries are represented by diamonds, rubies, sapphires, and other precious stones. Who will say that the splendours of the Arabian Nights are past while there are still countries in the East where toys are made of the value of a small State?

Nearly all the ironworks at Pittsburgh, besides some forty iron firms within a radius of thirty miles, are now using the natural gas, as also most of the glass factories, distilleries, breweries, &c., and this is creating an entire revolution in the labour market of the district. The output of iron and steel at Pittsburg is about 750,000 tons per annum, and as it takes some fifty bushels of coal to make one ton of iron, it follows that at least 38,250,000 bushels of coal will be dispensed with in the yearly consumption, throwing out of employ an enormous number of miners, firemen, ashmen, roadmen, and other *employés* of the collieries. The cause of this great change being entirely one of nature's arrangement renders it an impossibility for trade unions and labour agitators to deal with the matter.

The manager of the refreshment bar at a Chicago concert-hall where classical music is performed has published some novel and instructive statistics as to the comparative effects of different musicians on the appetites of the audience. Wagner calls forth a demand for lager-beer; Strauss exhilarates, and causes champagne to be largely ordered; Mendelssohn takes away the appetite, and no one wants ham sandwiches after his music, and, the candid caterer adds, "as I make 85 per cent. on ham sandwiches, I don't think much of Mr. Mendelssohn." This really tends to show that the great masters breath their own spirit into their music, for while Wagner comes from a beer-drinking race, and Strauss from a lighter-hearted people Mendelssohn, as a Hebrew, would naturally have had a strong distaste for ham sandwiches.

The Princess Metternich—on this point all Paris agrees—is always charming, but she is said to be at her best when following the hounds. At present she is accompanying Prince Metternich on a shooting expedition in Bohemia, where her skill in handling the gun is greatly admired. Unlike the majority of modern Amazons, the Princess is said to be quite regardless of her personal appearance when hunting, as long as she is at her ease. Her hunting costume is described as consisting of short grey skirt, a darker jacket, a straw hat, and a pair of boots, which, as she jestingly remarks, "make her feet look like the feet of a young elephant." Her one anxiety is to prove herself a good shot, and her one vanity to show a good bag of game at the end of each day. In the dominion of the Amazon Empress these qualities will no doubt be more fully valued than even in the circles of the *haute volée* at Paris.

There was some little curiosity felt a few months ago about a law adopted by the French Legislature for providing free education and board to every fifth child in a family. The reason for this bounty comes out clearly enough from the French population returns for 1884, which have just been published, but were no doubt already before Ministers when the law in question was introduced. The decrease in number of births in France remains obstinately stationary, while that of deaths slightly increases, the result being that the excess of births over deaths has fallen from 172,943 in 1874 to 73,974 in 1884, or 54 per cent. in ten years. To show the significance of these figures one may remark that the excess of births over deaths in any one year in the United Kingdom is somewhere about 450,000. Whether the bounty system will do any good is decidedly doubtful; but unless something can be done to avert the downward movement, the time will soon come when the population of France will actually decline.

The Antwerp correspondent of a French journal gives a description of a new species of coffin, for which the inventor, a Belgian, had hoped to secure a place in the Exhibition, though to his great mortification the committee refused to allow it to figure among the other attractions of the big show. The peculiarity of the "*cercueil perfectionné*" is an ingenious piece of mechanism fitted into it which effectually obviates the possibility of being buried alive. The pressure of the earth thrown on the coffin liberates a sort of stiletto, which is so placed that on being disengaged it pierces the heart of the occupant. An idea prevails in France that the mistake of burying a living person is by no means so rare an occurrence as could be desired. The writer of an article which appeared some time ago in the *Figaro* stated that it was an exceedingly common thing for Frenchmen to insert a clause in their will directing their surviving relatives to call in a surgeon to perform the operation which the Belgian coffin performs automatically. That apprehensions of the same sort are not uncommon in Belgium the very invention of the contrivance in question shows. Had the "*cercueil perfectionné*" been known in Meyerbeer's time, he need not have asked his friends on his death-bed, as he did, to bury him with a loaded pistol in each hand.—*Galignani.*

A short time ago the workmen engaged in taking down the tower of the Parish Church, Ashton-under-Lyne, came upon a stone on which were carved the letters "L E" and the figures "1413." As nothing could be made of this inscription, the stone was left among a heap of others in the churchyard, and nothing further was thought about it till another stone was subsequently found containing what proves to be the first part of the inscription. This, in its complete form, consists of the name, carved in Old English letters, of Alexander Hyle, with the date 1413. Before the Christian name there is a representation of a butcher's cleaver, and between the Christian name and surname an imitation of a "five of spades" playing card. The relic is greatly exercising the minds of local anti-quarians, some of whom think it confirmatory of a tradition connected with the building of the first tower in 1413. One form of this tradition is that during that erection a butcher bearing the above name was on one occasion playing cards with some companions near the church, and vowed that he would himself built a foot of the tower if the dealer turned up the "five of spades." This having been done, Hyle performed his vow, and had his name and the emblem of his trade carved upon one of the stones. It is supposed that this is the very stone recently found, and that it has been reinserted in two re-buildings of the tower, the last of which took place in or about the year 1820.

COMMERCIAL INTELLIGENCE.

TUESDAY, 3rd November.

EXPORT CARGOES.

Per steamship *Oxus*, sailed on the 3rd November:—For Continent—1,573 bales silk, 147 bales waste silk, 43 bales cocoons, 13 cases silks, 667 bags rice, 100 cases star aniseed, 13 half-chests tea, 132 boxes tea, and 362 packages sundries. For London—430 bales silk, 199 bales waste silk, 3 cases silk, 465 packages tea, 426 boxes tea, and 464 packages sundries.

Per steamship *Glengyle*, sailed on the 31st October:—For London—71,001 lbs. congou, 78,036 lbs. scented caper, 16,380 lbs. scented orange pekoe, 3 packages silk piece goods, and 20 bales punjum silk.

OPIUM.

Quotations are:—

Malwa (New)........$540 per picul, allce. of 3 catties.

Malwa (Old) ....$550 to $560 per picul, allce. of 3½ to 3¾ catties.

Patna (New) ....$581½ to 582½ per chest.

Benares (New)......... 555 to 557½ " "

Benares (Old).......... 530 nom. " "

EXCHANGE.

ON LONDON.—
- Telegraphic Transfer 3/5¼
- Bank Bills, on demand..............3/5¼
- Bank Bills, at 30 days' sight........3/5¼
- Bank Bills, at 4 months' sight........3/5⅜
- Credits, at 4 months' sight............3/5½
- Documentary Bills, at 4 months' sight 3/6

ON PARIS.—
- Bank Bills, on demand 4.33
- Credits, at 4 months' sight 4.41

ON NEW YORK.—
- Bank Bills, on demand..............84
- Credits, 60 days' sight..............85

ON BOMBAY.—
- Telegraphic Transfer 227½
- Bank, on demand 228

ON CALCUTTA.—
- Telegraphic Transfer 227½
- Bank, on demand 228

ON SHANGHAI.—
- Bank, at sight 73¼
- Private, 30 days' sight..............74¼

SHARES.

Quotations are:—

Hongkong and Shanghai Bank Shares—160 per cent. premium.

Union Insurance Society of Canton, Limited—$450 per share.

China Traders' Insurance Company's Shares—$62 per share.

North China Insurance—Tls. 300 per share.

Yangtsze Insurance Association—Tls. 122 per share.

Chinese Insurance Company, Limited—$170 per share.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—$80 per share.

Hongkong Fire Insurance Company's Shares—$370 per share.

China Fire Insurance Company's Shares—$74½ per share.

Hongkong and Whampoa Dock Company's Shares—66 per cent. prem.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$56 per share premium.

Indo-China Steam Navigation Co.'s Shares—17 per cent. discount.

China and Manila Steamship Company, Limited—30 per cent. discount, nominal.

Douglas Steamship Company, Limited—$50 per share.

Hongkong Gas Company's Shares—$90 per share.

Hongkong Hotel Company's Shares—$155 per share.

China Sugar Refining Company, Limited—$85 per share.

China Sugar Refining Company (Debentures)—1 per cent. premium nominal.

Luzon Sugar Refining Company, Limited—$80 per share.

Hongkong Ice Company's Shares—$165 per share.

Hongkong and China Bakery Company, Limited—$120 per share.

Perak Tin Mining and Smelting Company—$20 per share.

Punjom and Sunghie Dua Samatan Mining Company, Limited—$9 per share.

Selangor Tin Mining Company—$13 per share.

Perak Sugar Cultivation Company—Tls. 12 per share.

Hongkong Rope Manufacturing Company, Limited—$67 per share.

Hongkong and Macao Glass Manufacturing Co., Limited—Par, nominal.

Chinese Imperial Loan of 1884 A—2 per cent. premium.

Chinese Imperial Loan of 1884 B—5 per cent. premium.

Chinese Imperial Loan of 1884 C—5 per cent. premium.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

November 3rd.

Thermometer—9 A.M.	77
Thermometer—1 P.M.	79
Thermometer—4 P.M.	77
Thermometer—9 A.M. (Wet bulb)	73
Thermometer—1 P.M. (Wet bulb)	74
Thermometer—4 P.M. (Wet bulb)	73
Thermometer—Maximum	78
Thermometer—Minimum (over night)	76

HONGKONG TIDE-TABLE.

4TH TO 10TH NOVEMBER, 1885.

		High Water.		Low Water.	
Day of Week.	Day of Month.	Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height.
		h m	ft. in	h m	ft. in.
W.	4	m 7 0	3 11	m 0 40	1 3
		7 31 a	4 7	0 49 a	0 9
Th.	5	m 7 57	3 11	m 1 35	0 7
		8 8 a	4 7	1 25 a	0 11
F.	6	m 8 48	3 10	m 2 31	0 1
		8 33 a	5 0	2 0 a	1 0
Sat.	7	m 9 34	3 9	m 3 7	—1 4
		9 4 a	5 5	2 33 a	1 1
S.	8	m 10 20	3 7	m 3 49	—0 6
		9 35 a	5 8	3 5 a	1 3
M.	9	m 11 7	3 4	m 4 29	—0 7
		10 5 a	5 10	3 38 a	1 6
Tu.	10	m 11 57	2 11	m 5 10	—0 7
		10 36 a	5 8	4 7 a	1 9

CHINA COAST METEOROLOGICAL REGISTER.

2nd November, 1885, at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.86	87	60	WNW	1	b	—
Haiphong	29.88	78	74	SE	1	c	—
Hongkong	29.93	78	78	W	2	b	—
Amoy	30.17	79	70	NE	2	c	—
Shanghai	—	—	—		—	—	—
Nagasaki	29.89	—	—	NW	3	—	—
Wladiwostock	29.86	39	—	N	2	b	—

3rd November, 1885, at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.99	84	72	W.	1	b	—
Haiphong	30.00	74	80	SE	1	c	—
Hongkong	30.04	78	77	E	2	b	—
Amoy	30.18	71	76	NE	2	c	—
Shanghai	—	—	—	—	—	—	—
Nagasaki	30.02	—	—	NNE	1	—	—
Wladiwostock	29.96	32	—	N	3	b	—

The Barometer has risen in the north. Gradients for N.E. winds are increasing. The temperature and humidity are moderate and the weather fine.

W. DOBERCK.

Hongkong Observatory, 3rd November, 1885.

METEOROLOGICAL REGISTER.

	Previous day. at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.93	30.02	29.94
Temperature	75	78	75
Humidity	70	77	80
Direction of wind	N.E.	E.	E.
Force of wind	2	2	3
Weather	c.	b.	c.
Rain	—	—	—

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.

2.—TEMPERATURE in the shade in degrees Fahrenheit.

3.—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.

4.—DIRECTION OF THE WIND to two points.

5.—FORCE OF THE WIND according to Beaufort Scale.

6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).

7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 3rd November, 1885.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN.	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA SUEZ CANAL	Hydaspes (str.)	G. Scrivener	Hongkong	P. & O. S. N. Co.	On 10th inst., at 4 P.M.
LONDON VIA SUEZ CANAL	Glenogle (str.)	Hogg	Hongkong	Jardine, Matheson & Co.	On or about 12th inst.
LONDON VIA SUEZ CANAL	Laertes (str.)	Scale	Hongkong	Butterfield & Swire	On 7th inst.
LONDON AND HAMBURG	General Berthaut	Croix	Hongkong	Carlowitz & Co.	Quick despatch.
HAVRE, LONDON, &c.	Papa	Henne	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
HAVRE AND LONDON	Lucia	C. Crowley	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
NEW YORK VIA SUEZ CANAL	Energia (str.)	Torbock	Hongkong	Russell & Co.	On 7th inst.
NEW YORK	Samuel D. Carleton	Freeman	Hongkong	Siemssen & Co.	Quick despatch.
NEW YORK	Naupactus	Lovitt	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Titan	C. H. Allyn	Hongkong	Pustau & Co.	Quick despatch.
NEW YORK	John C. Smith	Foss	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
VICTORIA, B.C.	Nanaimo	Dodd	Hongkong	Russell & Co.	Quick despatch.
SYDNEY AND MELBURNE, &c.	Guthrie (str.)	Green	Hongkong	Russell & Co.	To-day, at 4 P.M.
SYDNEY & MELBOURNE, &c.	Kildare (str.)	Johnson		Gibb, Livingston & Co.	To-day, at 4 P.M.
SAN FRANCISCO VIA Y'HAMA	San Pablo (str.)			O. & O S. S. Co.	On 14th inst., at 3 P.M.
SAN FRANCISCO	Palmyra	Minott	Hongkong	Russell & Co.	Quick despatch.
CALCUTTA VIA STRAITS	Arratoon Apcar (str.)	A. B. Mactavish	Hongkong	D. Sassoon, Sons & Co.	On 14th inst., at 3 P.M.
BOMBAY VIA STRAITS	Bangalore (str.)			P. & O. S. N. Co.	On 6th inst., at 3 P.M.
YOKOHAMA AND HIOGO	Glenfalloch (str.)	Webster	Hongkong	Jardine, Matheson & Co.	On or about 6th inst.
KOBE AND YOKOHAMA	Menzaleh (str.)	Benois		Messageries Maritimes	Quick despatch.
NAGASAKI, YOKOHAMA, &c.	Denbighshire (str.)	Cuming	Hongkong	Adamson, Bell & Co.	On or about 11th inst.
NAGASAKI, KOBE, &c.	Teheran (str.)			P. & O. S. N. Co.	On 13th inst., Daylight.
SHANGHAI	Bothwell Castle (str.)	R. J. C. Tod	Hongkong	Adamson, Bell & Co.	Quick despatch.
SHANGHAI	Ravenna (str.)			P. & O. S. N. Co.	Quick despatch.
SWATOW, AMOY, & FOOCHOW	Douglas (str.)	Young	Hongkong	Douglas Lapraik & Co.	On 6th inst., Daylight.

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Hongkong, 3rd November, 1885. [1956

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Hongkong, 30th October, 1885. [1430

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Hongkong, 8th October, 1885. [1816

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Hongkong, 23rd June, 1885. [31

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Hongkong, 3rd September, 1885. [1608

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GODOWN, Water Frontage.

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THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.

Hongkong, January, 1867. [20

NOTICE.

BOOKBINDING IN ALL ITS BRANCHES AT THE "DAILY PRESS" OFFICE.

Bookbinding in every Style by Competent Workmen on the Premises.

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Commerical Binding of every Size and Description, and Account Books ruled to any Pattern.

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"DAILY PRESS" OFFICE,
HONGKONG

FOR SALE.

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1880, WHITE SEAL.

$19 .... per case of 1 dozen quarts.

$20 .... per case of 2 dozen pints.

GRAND VIN CHATEAU LEOVILLE.

$24.......... per case of 1 dozen quarts.

CHATEAU LAROSE.

$12.......... per case of 1 dozen quarts.

PONTET CANET.

$9.50 .... per case of 1 dozen quarts.

PALMER MARGAUX.

$7.50 .... per case of 1 dozen quarts.

$8.50 .... per case of 2 dozen pints.

LORMONT.

$5............ per case of 1 dozen quarts.

$6............ per case of 2 dozen pints.

ALSO

CUTLER PALMER & Co.'s WINES AND SPIRITS.

SIEMSSEN & Co.

Hongkong, 1st January, 1884. [18

FOR SALE.

CHAMPAGNE "MONOPOLE."

—HEIDSIECK & Co.—

MONOPOLE RED SEAL (medium dry).

Do. RED FOIL "SEC" (dry).

Do. GOLD FOIL "DRY" (extra dry).

CARLOWITZ & Co.,

Sole Agents for

HEIDSIECK & Co., REIMS,

For Hongkong, China, and the East.

Hongkong, 1st July, 1885. [1209

FOR SALE
AT WHOLESALE PRICES.

SHERRY	SACCONES' "MANZANILLA" and LIGHT DRY; Bottled by SIR FRED. PERKINS, London.
PORT	SACCONES Bottled by Do.
CLARETS	"ST. ESTEPHE," "CHATEAU LAGRANGE" "CHATEAU LAROSE," "MEDOC," "ST. JULIEN," "MARGAUX," &c., from $4.50 to $16 per dozen.
STILL HOCK	"STIL[illegible]ERBACH," 1874.
CHAMPAGNE	"VEUVE HUET," "CARTE D'OR."
BURGUNDY.	
BRANDY	*, **, and ***.
WHISKY	"ISLAY BLEND," "R. O. SPECIAL," "LAGAVULIN" Bottled by MACKIE & Co., Glasgow.
STOUT	GUINNESS'S EXTRA, Pts. & Qts.; Bottled by DUBLIN STOUT CO.
ALE	BASS & Co., Pale, Pts. & Qts.; Bottled by DUBLIN STOUT CO.
BEER	LAGER "KRONPRINZ."
SCALES	Platform, 600 lbs. to 1,000 lbs. The HOWE SCALE CO.
MACHINERY	DRILLING, PLANING, LATHES, &c., LOUDON BROS., Glasgow.
PAINTS, OILS, AND VARNISHES	Goodlass, Wall & Co., Liverpool.
EAU DE COLOGNE	Bottled by JOHANN MARIA FARINA.

Apply to

W. G. HUMPHREYS & Co.,
Bank Buildings,
Sole Agents for China.

Hongkong, 2nd July, 1885. [29

FOR SALE.

WILL you Smoke FINE and at the same time CHEAP CIGARS? If so, ask for NUEVO HABANOS; Cases of 500 Cigars at SIX DOLLARS each at

E. CASSUMBHOY,
Furniture Store.

Hongkong, 17th August, 1885. [23

BARGAIN.

FIRE PROOF SAFE.

DEED OR BULLION SAFE just imported, CHUBB'S LOCKS DUPLICATE KEYS. Size of Safe 60" by 46" by 28."

J. M. ARMSTRONG.

Hongkong, 24th July, 1885. [1354

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANCE,

By Dr. DEVAN,

With many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE,—

In Paper Wrapper.............................. $1.50

Neatly Bound..................................... $2.00

Apply at the *Daily Press* Office.

J. AND R. TENNENT' ALES and PORTER.

DAVID CORSAR & SONS'

Merchant Navy
Navy Boiled
Long Flax
Crown
} CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1867. [19

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDAL,

PARIS, 1878.

Sold by all Stationers and Dealers. [930

NOW ON SALE.

THE CHRONICLE & DIRECTORY

for

Hongkong.	Cochin-China.
Macao.	Annam.
China.	Tonquin.
Corea.	Siam.
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11,551 NAMES in the strictest alphabetical order.

60 DIFFERENT PORTS described, with lists of Foreigners at each.

The above and a great deal besides is in the $3 Edition, 716 pages royal octavo.

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11 MAPS and PLANS brought up to the latest dates and engraved in the very best style.

The full texts of the TREATIES between Foreign Countries and China, Japan, Corea, Siam, Annam, Cambodia.

Orders in Council relating to China, &c.

Rules of Supreme Court.

Hongkong Code of Civil Procedure.

The New Stamp Duties.

Trade Regulations.

Customs Tariffs.

&c., &c., &c.

VESSELS ON THE BERTH.

"GIBB" LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE.
VIA SINGAPORE.

(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, TASMANIA, and NEW ZEALAND.)

THE British Steamer

"KILDARE,"

Captain Johnson, will be despatched as above TO-DAY, the 4th November, at FOUR P.M.

This Steamer has excellent Accommodation for First Class Passengers.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, 28th October, 1885. [1927

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA, and FIJI).

THE Steamship

"GUTHRIE,"

Captain Green, will be despatched for the above Ports TO-DAY, the 4th November, at FOUR P.M.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.

Hongkong, 23rd October, 1885. [1897

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"DOUGLAS,"

Captain Young, will be despatched for the above Ports on FRIDAY, the 6th instant, at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 2nd November, 1885. [1951

STEAM TO BOMBAY VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship

"BANGALORE,"

will leave for the above place on FRIDAY, the 6th November, at THREE P.M.

A. McIVER,
Superintendent.

Hongkong, 29th October, 1885. [1932

FOR YOKOHAMA AND HIOGO.

THE Steamship

"GLENFALLOCH,"

Captain Webster, will be despatched as above on or about the 6th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, 2nd November, 1885. [1952

CASTLE LINE OF STEAMERS.

FOR SHANGHAI.

THE Steamship

"BOTHWELL CASTLE,"

R. J. C. Tod, Commander, will be despatched for the above Port on or about the 1st Nov.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 26th October, 1885. [1918

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"LAERTES,"

Captain Scale, will be despatched as above on SATURDAY, the 7th November.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th October, 1885. [1810

UNION LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ENERGIA,"

Captain Torbock, will be despatched for the above Port on SATURDAY, the 7th Nov.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.

Hongkong, 21st October, 1885. [1887

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENOGLE,"

Captain Hogg, will be despatched as above on or about the 12th November.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, 31st October, 1885. [1944

STEAM TO NAGASAKI, KOBE, AND YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"TEHERAN,"

will leave for the above places on FRIDAY, the 13th November, at DAYLIGHT.

A. McIVER,
Superintendent.

Hongkong, 2nd November, 1885.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain A. B. Mactavish, will be despatched for the above Ports on SATURDAY, the 14th instant, at THREE P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 3rd November, 1885. [1954

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"RAVENNA,"

will leave for the above place about 24 hours after her arrival with the next English Mail.

A. McIVER,
Superintendent.

Hongkong, 30th October, 1885.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR KOBE AND YOKOHAMA.

THE Company's Steamer

"MENZALEH,"

Captain Benois, will leave for the above Ports shortly after the arrival of the Mail steamer from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, 30th October, 1885.

VESSELS ON THE BERTH.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;

ALSO,

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "HYDASPES," Capt. G. Scrivener, with Her Majesty's Mails, will be despatched from this for LONDON via BOMBAY and SUEZ CANAL, on TUESDAY, the 10th November, at FOUR P.M.

Cargo will be received on board until TEN A.M. Parcels and Specie (Gold) at the Office until TEN A.M., on the day of sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed viâ Bombay *without transhipment*, arriving one week later than by the ordinary direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

N.B.—This Steamer takes Cargo and Passengers for Marseilles.

A. McIVER,
Superintendent.

Hongkong, 30th October, 1885.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "SAN PABLO" will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 14th November, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 °/ₒ from Return Fare; if re-embarking within one year, an allowance of 10 °/ₒ will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 °/ₒ from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Acting Agent.

Hongkong, 23rd October, 1885.

FOR HAVRE, LONDON, AND HAMBURG.

THE 3/3 L. II German bark

"PAPA,"

Henne, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.

Hongkong, 22nd September, 1885. [1723

FOR LONDON AND HAMBURG.

THE 3/3 L II French Bark

"GENERAL BERTHAUT,"

Croix, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 16th October, 1885. [1860

FOR VICTORIA, B.C.

THE 3/3 L. II. British Bark

"NANAIMO,"

Dodd, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 2nd November, 1885. [1950

FOR NEW YORK.

THE 3/3 L. I.I. American Barque

"SAMUEL D. CARLETON,"

Captain Freeman, will have quick despatch or the above Port.

For Freight, apply to

SIEMSSEN & Co.

Hongkong, 9th October, 1885. [1822

FOR NEW YORK.

THE 3/3 L II American Ship.

"TITAN,"

C. H. Allyn, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 26th October, 1885. [1913

FOR NEW YORK.

THE 3/3 L.I.I. British Ship

"NAUPACTUS,"

Lovitt Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 12th September, 1885. [1664

FOR SAN FRANCISCO.

THE 3/3 L II American Ship

"PALMYRA,"

Minott, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 27th October, 1885. [1919

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ARRATOON APCAR, Brit. str., Mactavish.—D. Sassoon, Sons & Co.

ABUCADA, Brit. bk., Jas. A. C. Green.—Messageries Maritimes.

BILLY SIMPSON, Brit. bk., Brown.—Captain.

CARISBROOKE Amr. str., Cass.—Order.

CRUSADER, Brit. str., Rowin.—A. R. Marty.

COMPTON, Brit. str., Whitburn.—Melchers & Co.

CAMORTA, Dut. str., Oreille.—Jardine, Matheson & Co.

DORIS, Ger. str., W. Zerrahn.—Jardine, Matheson & Co.

ELLEN, Brit. bark, Wm. Anthony.—Order.

EMILY F. WHITNEY, Amr. ship, H. B. Rollins.—Gibb, Livingston & Co.

EDEN, Brit. bk., J. Nairn.—Butterfield & Swire.

FERNTOWER, Brit. str., Keller.—Chidese.

F. H. DREWS, Ger. bk., A. H. Rothbart.—Siemssen & Co.

GUTHRIE, Brit. str., S. G. Green.—Russell & Co.

GLENFRUIN, Brit. str., Norman.—Jardine, Matheson & Co.

GREAT ADMIRAL, Amr. ship, B. Thompson.—Captain.

HUNTINGDON, Brit. str., Whitburn.—Siemssen & Co.

JOHANNA, Ger. bk., Bannon.—Carlowitz & Co.

KILLARNEY, Brit. str., H. O'Neill.—Captain.

NORWAY, Nor. bk., Alberthsen.—Wieler & Co.

OBERON, Brit. ship, F. E. Farrell.—Russell & Co.

PLAINMELLER, Brit. str., J. Rowe.—Siemssen & Co.

SHARPSHOOTER, Brit. str., Horne.—Captain.

SOUTH AMERICAN, Amr. ship, F. Fowle.—Russell & Co.

TRIUMPH, Ger. str., J. Schaldt.—Wieler & Co.

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *Ravenna*, with the next outward English mail, left Singapore at 4 p.m. on the 30th October, and is due here on the morning of the 4th instant.

THE AMERICAN MAIL.

The O. & O. steamer *Oceanic*, with the next American mail, left San Francisco on the 17th October, and is due here on or about the 14th November.

STEAMERS EXPECTED.

The steamer *Catherstone* left Singapore on the 18th, and is due here on or about the 4th instant.

The Glen Line steamer *Glenfalloch* left Singapore on the 29th October, and is due here on the 4th November.

The Union Line steamer *Gulf of Papua* left Singapore on the 1st, and is due here on the 7th instant.

The Shire Line steamer *Denbighshire* left Singapore on the 3rd, and may be looked for here on or about the 10th instant.

The E. & A. steamer *Tannadice* left Sydney on the 29th October, and may be expected to arrive here on or about the 21st November.

POST-OFFICE NOTICES.

When Correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to* ———, or *Received at 7 p.m.*, or as the case may be, and forward it, without any other writing whatever, to the Postmaster-General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

The Postal Guide for 1885, revised to date will be found in the *Daily Press* Directory, p. 393 large edition, p. 657 small edition. This is the only authorised complete Summary of Postal information published in Hongkong.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Yokohama and Hiogo.—Per *Massalia*, to-day, the 4th inst., at 9.30 A.M.

For Straits Settlements.—Per *Laju*, to-day, the 4th instant, at 3.30 P.M.

For Singapore, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Kildare*, to-day, the 4th instant, at 3.30 P.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, and Adelaide.—Per *Guthrie*, to-day, the 4th inst., at 4.00 P.M.

For Swatow, Amoy, and Foochow.—Per *Douglas*, to-morrow, the 5th instant, at 5.00 P.M.

For Straits and Bombay.—Per *Bangalore*, on Friday, the 6th inst., at 2.30 P.M.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Saghalien* will be despatched on TUESDAY, the 17th instant, with Mails to the United Kingdom, Europe, and places beyond, *viâ Naples*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India, (*viâ* Madras), the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Letters containing Jewellery, &c., and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure.

NOON.—Money Order Office closes.

2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.

3.00 P.M.—Mails closed, except for Late Letters.

3.10 P.M.—Letters may be posted with late fee of 10 cents until

3.30 P.M.—when the Post Office closes entirely.

3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

THE FRENCH MAIL.

Day before Departure.

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.

7 A.M., Post Office opens.

10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.

11 A.M., Mail closes, except for Late Letters.

11.10 A.M., Letters may be posted with Late Fee of 10 cents until

11.30 A.M., when the Post Office closes entirely.

11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

LETTERS FOR THE UNITED STATES BY SAILING SHIP.

When it is desired to forward letters to the United States by a sailing ship which is not notified as carrying a mail, it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid 10 cents per half ounce as usual. The Post Office then undertakes the duty of obtaining notice of departure and despatching the correspondence. It is requested that the letters be posted if possible at least one day before the date fixed for sailing

MONEY ORDERS.

1.—Money orders are issued at Hongkong and Shanghai on the following countries and places:—

- Amoy.
- * Azores Is.
- * Belgium.
- * Bermuda.
- * Canada.
- Canton.
- * Cape Colony.
- Ceylon.
- † (Constantinople).
- * Cyprus.
- * Denmark.
- * Egypt.
- * Falkland Is.
- Foochow.
- * Gambia.
- * Germany.
- † (Gibraltar).
- * Gold Coast.
- Hankow.
- Hawaii.
- Hoihow.
- * Holland.
- * Honduras, (Br.)
- Hongkong.
- * Iceland.
- India.
- * Italy.
- Japan.
- * Lagos.
- * Madeira.
- * Mauritius.
- * Natal.
- * Newfoundland.
- North Borneo.
- New South Wales.
- Ningpo.
- * Norway.
- Port Darwin.
- * Portugal.
- Queensland.
- * S. Helena.
- * Seychelles.
- Shanghai.
- * Sierra Leone.
- South Australia.
- Straits Settlements.
- Swatow.
- * Sweden.
- * Switzerland.
- Tasmania.
- United Kingdom.
- * United States.
- Victoria.
- Western Australia.
- * West Indies (British, Danish, and Dutch).

2.—Orders on the countries marked * are forwarded through the London Post Office, and are paid less a small discount of about 2d. in the £1, for which the remitter should allow. All such orders must be expressed in British currency.

3.—The commission charged is as follows (according to the currency the order is drawn in.)

Up to £ 2,	or $10,	or 20 Rupees	....	0.20 cents.
" £ 5,	or $25,	or 50 Rupees	....	0.40 cents.
" £ 7,	or $35,	or 70 Rupees	....	0.60 cents.
" £10,	or $50,	or 100 Rupees	....	0.80 cents.
—	—	150 Rupees	....	$1.00.

4.—No orders must exceed £10 or $50 (unless drawn on India, when 150 rupees is the limit) nor will more than two such orders be issued to the same person, in favour of the same payee by the same mail.

5.—Money orders on the United Kingdom for sums not exceeding £5 are granted by means of Postal Notes, as to which see separate notice or the Hongkong Postal Guide.

6.—Sums not exceeding $50 may be remitted between the ports of China by means of Postage stamps, subject to a charge of one per cent. for cashing them; or money orders can be granted at Hongkong or Shanghai on ports where there are Agencies of the Hongkong Post Office.

General Post Office
Hongkong, September 1st, 1885.

† Small remittances can be made to these places by means of Postal Notes. See separate notice or the Postal Guide.

EXTRACT.

JOHN NEEDHAM'S DOUBLE.

A STORY FOUNDED ON FACT.

[BY JOSEPH HATTON.]

CHAPTER I.

RECALLS A TRAGIC CASE OF FELO-DE-SE.

When John Needham's dead body was found on Hampstead Heath the reasons for his suicide were discussed and considered sufficient to account for his death. Having, however, regard to the fact that no complete explanation could be arrived at as to the disposal of the vast sums of money known to have been in his possession, it was reported both in Ireland and America that the body was not his, "but one procured to personate him, while he, during the excitement of the supposed self-murder, effected his escape."

The newspapers of the time (I have a file of them before me) were full of the tragic story, and a deceased journalist has included the history of the case in a record of "The Commercial Crisis of 1857-8.

The mysteries of London are many; but none of them present more startling or dramatic passages than those which belong to the genuine history of the body found at Hampstead in the summer of the 1856, and registered as a case of *felo-de-se* by the Coroner of Middlesex and a sworn jury of responsible citizens and ratepayers.

Prior to the General Election of 1847, John Needham had been known by his fellow-townsmen as a respectable man and a staunch Roman Catholic. Nobody suspected him of the great capacity for figures and politics which he eventually developed. The clerical authorities, who had then as now, a good deal of political power in Ireland, selected him to uphold the interest of the Pope and oppose the spirit and influence of Lord John Russell's famous letter to Lord Durham. He was elected a member of Parliament on these simple lines at the General Election of 1847.

A tall, silent man, John Needham was of pale complexion, closely shaven, had thin brown hair, dark blue eyes, a hesitating manner, and was fond of dress even to womanishness. His Irish friends called him "the fop."

Although in Ireland he affected not to be rich, it is shrewdly believed that he had amassed a fair share of money; for through the influence of his late father's banking house, and his own ability as a solicitor, he obtained the agency of several Irish properties, and when the Act for the establishment of the Encumbered Estates Commission came into operation, his knowledge enabled him to make very advantageous purchases. The railway mania was also turned to some account, and it was understood by the party which nominated him for Parliament that he could well afford to maintain in town a position of dignity and independence. It was a time when financial acumen, and a reputation for it, was of especial value. Mr. Needham knew how to advertise himself without appearing to do so. It seemed as if London had been waiting for him, so quickly were his services in request among the great financial corporations of the day. The name of John Needham, Esq., M.P., was a name to conjure with. At the head of a new board, banking or railway, it gave a new value to the company's scrip. He pervaded the atmosphere of any institution which he patronished with a sense of security.

In all his engagements he was punctuality itself. His house in Portland Place was a model of luxurious simplicity. He gave dinners that were the talk of epicures, not for the elaborate character of the *menu* but for the perfection of the cooking and service, and the excellence of the wines. Within a year of his coming to London he was chairman of a great foreign railway, director of two lines running out of London, managing director of the Civic Credit Company, director of the Valley Road Iron and Colliery Company, chairman of the Steam Shipping Corporation, and the financial adviser of many other equally notable undertakings. Not alone did his Irish friends consult him in their affairs, but English lords and bishops and great city financiers invested moneys in any direction that his judgment favoured. All this gave colour to the prediction of journalistic gossip that he would one day be elevated to the position of Her Majesty's Chancellor of the Exchequer. There was, however, one great barrier to his political advancement. Not alone his religion, but his known pledges to the Catholic party, his championship of what was then known as "The Irish Brigade."

But Mr. John Needham was not the man to allow any trifle of this kind to stand in his way. When a certain Parliamentary whip asked him if the distinctly Protestant Government of the day could count upon his undivided support and service as Junior Lord of the Treasury, Mr. Needham found it perfectly easy to transfer his allegiance from the see of Rome and Cardinal Wiseman to the ultra-Protestant Premier.

To some men life is a mere game, in which every move is open to them, and in which they neither acknowledge the checks of principle, nor sympathy.

"My constituents will taunt me," he said, "With what may seem to them a desertion of principle, a disaffection, a revolt; but I shall tell them, and it is true, that my political hostility was against Lord John Russell, not against the Government, and that Lord John being no longer at the head of the Government, the situation is changed."

"That is so," said the party whip charged with the bribe of office, "though I question if your constituents will accept even so plausible an explanation—for your appointment. Vacate your seat, and it is possible that they may refuse to re-elect you."

"I think they will," said Nr. Needham; "let them. I will contest the place which the death of Mr. Patrick Smith leaves open to us. Did you note his decease in this morning's *Chronicle*."

"I did."

"Then, with all respect to Lord Aberdeen, and my duty to him and my thanks, say he may count upon my patriotic service to his Government, to the Throne, and to the country."

The constituents of his native borough did reject Mr. John Needham, emphasising their rejection with rotten eggs and a dead cat; but he contested the seat in which Mr. Patrick Smith had sat with honour for twenty years; and he won it.

His enemies charged him with bribery, and declared that the third candidate, who carried off a lot of "plumpers" from Needham's real rival, was a confederate of the Junior Lord of the Treasury. But the victor was content. He cared nothing for the opinion of the defeated, nor for their evil reports.

It was May Day in London when he returned to town triumphant, a Lord of the Treasury, and with all the influential responsibilities of what seemed to the outer world a great and undimmed future before him.

But how little that "outer world" knows of anything and anybody! It thinks it knows, says it knows, and believes it knows. Mr. John Needham could have astonished that outer world very much in regard to his Treasury appointment, if he had held forth on the subject. Nobody could have dreamed of how great an importance his elevation was in his own estimation. He hardly dared confess to himself the truth of his position; nor did it seem necessary since Fortune, in this matter, appeared to smile so benignantly upon him. He was quite satisfied with himself, contented, happy, and if there were obstacles in the future that threatened his peace, he did not fear them; they were shadows that his rising sun would speedily dissipate. At least so he thought, and he calculated his chances with astuteness and experience.

A shining pair of chestnut horses champed their siver bits at the arrival platform of the Great Western Station. They were appointed in the best taste; and on the box of the handsome brougham sat two smart servants, who were conscious of the importance attached to their service by the attendance of several railway officials, who had been ordered to receive the new Lord of the Treasury. Mr. Needham accepted the compliment with an easy and satisfied air, tipped the guard who carried his writing-case, and slipped a guinea into the hand of the platform inspector.

The spring sunshine seemed to follow him with especial favour as his horses flew along the streets to Portland Place. It flashed gaily on the silver harness of the faultless steeds; it brought out the golden bars of his coat of arms, on the door-panel of his faultless brougham; and the first breezes of summer wafted about him, as he stepped upon the pavement, the perfume of ten thousand hyacinths from the beds of Regent's Park. There was, however, surely one delightful touch missing; the chronicler of this history feels its absence, though possibly the new Lord of the Treasury did not. No wife, nor child, welcomed home the victor; the Hon. John Needham, M.P., was a bachelor.

CHAPTER II.

INTRODUCES THE READER TO "THE LIVING IMAGE" OF JOHN NEEDHAM.

So also, I had nearly written, was Joseph Norbury, of Brambling House, Wyedale, Darbyshire. The mistake would be pardonable, from the point of view I had in my mind. Joseph Norbury was a widower without children, and at the moment he possibly felt more alone than even John Needham, for he had loved his wife with a good man's devotion. John Needham had an only brother, Joseph Norbury had an only sister.

Knowing neither John Needham, nor having any association nor connection with him, not having even seen him, Joseph Norbury was the very image of him, even to the possession of his hesitating manner and his touch of dandyism. Tall, pale, brown hair, dark blue eyes, a shaven face, not a great talker, but eloquent when roused, Joseph Norbury was physically another John Needham, morally he was his antithesis. If he could have given Needham half of his goodness, and taken again himself half of Needham's hard nature, they might have become two excellent fellows instead of one excellent fellow; for Norbury had, figuratively speaking, heart enough for a whole parish. He was in the first months of a bitter grief. His had been a love-match, and the loss of his young wife was an affliction he rather nursed than tried to evade, either by the artifice of travel or increase of occupation. But on that May Day when Mr. Needham returned to London a newly-elected member of Parliament and an office-holder under the Government, Mr. Joseph Norbury had promised to consider the serious advice of his doctor that he should take a sea voyage.

Since the death of his wife, Joseph Norbury's only sister, Kate, had taken up her permanent abode in his house. He was five and thirty, she a dozen years his junior. They had been orphaned at an early age, but with sufficient means to lead a life of independence. They had only been separated when Joseph married, and then Kate had thought it best she should live with her aunt at Manchester, leaving Mr. and Mrs. Norbury to possess together the dear old rambling house on the Derbyshire Wye, near Matlock. They were only separated, alas, for five years; but now that they had come together again the shadows of the tall white broken column in the little churchyard fell right across their two lives. Joseph's trouble had even postponed indefinitely, it was feared, the long hoped-for happiness of Dick Woodville, who had been engaged to Kate for more than a year. He was a Manchester merchant, a bright, cheerful, prosperous young fellow, and he had won his way to the affection of both brother and sister.

Just about the time that Mr. Needham, M.P., was entering his town house on that first day of May previously mentioned, Joseph Norbury, his sister Kate, and Mr. Richard Woodville, were engaged in a pleasant after dinner chat at Brambling House, the old family residence of the Norburys. It was an exceptionally fine and warm day for Wyedale, where spring, as a rule, came tardily. This year it had hastened its visit. The river raced along almost with a summer song. There were gilliflowers in the garden, rosemary and rue; the thrush was singing in the copse, and the wild cherry was in blossom.

Dick had come over, as was his wont, to spend Sunday, and to return to business on Monday. They sat together, with the window open, though there was a fire blazing and crackling on the hearth. Kate and Dick sat near each other, Joseph at the head of the table. The dessert was laid on an old service of Crown Derby, and the table was polished oak, reflecting dishes and fruits in a world of lovely tints and positive colours. They were drinking old port wine in the old fashion, Joseph occasionally holding up his glass against the yellow flame of a wax candle to catch glimpses of "the wing" that floated like bits of dead gold leaf in the purple liquor.

"You are dull, old chap, wake up; I am sure this wine might rouse any fellow into high spirits," said Dick.

"One is not always dull because one does not talk," Joseph replied; "indeed, I have known the time when I talked a great deal to hide the fact that I was not only dull but wretched. I tell you, Dick, I am all right, and more than usually happy."

"You are so noisy, Dick," said Kate, "we come of a quiet family, do we not, Joe?"

"Yes, we are like those thoughtful parrots who are such beggars to think."

"I dared not say anything like that of you; but it reminds me that Kate is always saying she'll think about it."

"Abut what?" asks the host, evidently not paying much attention to the conversation.

"About what!" Dick exclaimed; "about everything! That is, it is everything to me!"

"Oh, the old story is it?" said the host. "Well, I am selfish enough to hope she'll think about it a long time yet, Dick."

"Thank you," said Dick.

"Believe me, old fellow, these are the happiest days of your lives. You should cherish them."

"So we do."

"But only to end, end them."

"Not at all, Dick; to continue them. Now, don't go, Kate."

She had risen. Dick took her hand.

"Nay, don't go, just as we are beginning to talk sensibly," said Dick, laughing.

Kate sat down again and looked into the fire.

"What shall we do when you are gone to America?" Dick went on.

"I have not gone yet," replied the host.

"But you will go now, won't you?" said Kate; "for though I shall feel it bitterly—your going—I am sure Dr. Ware is right, and that it will do you good.

"Oh, I suppose I shall go," said the host, "though I don't care for it."

"That is the very reason why you should go, Dr. Ware says," remarked Kate.

"Do you want to get rid of me? Ah, no, it is only my fun, Kate. If you were not stupidly fond of me you would advise me not to go. I know all about it. Now you need not look as if you were going to cry."

He got up from the table, went round to her chair, and kissed her.

"I do feel moped here, that is a fact; can't rouse myself, can't get rid of the blues for a minute, not that I really want to do so for that matter, but I should hate to be an invalid, to be crawling about; that would never do, would it, Kate?"

"Never, dear," said Kate.

"I shall come back a regular Yankee, you'll see, if I once cross the Atlantic, and have a goatee beard and a nasal twang, and turn Republican."

Kate laughed, and Joe, drinking another glass of wine, said, "Well, here's to America, the land of the free!"

"But why America?" asked Dick.

"Oh, because an excuse has arisen to suggest America. Lawyer Wood has had a letter about some property in New York, which, going for years without a rightful owner, is now traced as belonging to the Norburys of Derbyshire, and as we appear to be the oldest family of that name Mr. Wood says it must be ours, and that I ought to go and see about it. Dr. Ware, I daresay, has stimulated Wood's desire for me to travel by insisting that I want change, that I must have change, and that if I don't take a sea voyage I shall become either a driveling idiot or peg out."

Dick and Kate at last persuaded Joseph that he could not do better than take a run across to America, and combine a little business with his holiday trip.

(To be continued.)

CRICKET FOR LADIES.

A new game is just coming into fashion. It is called ladies' cricket or Victoria, and is an adaptation of the game of cricket for ladies to play on the lawn. The game is like an ordinary cricket, but the materials are lighter. The bat is like a regular cricketing bat, but on the hitting part it is stringed like a lawn-tennis racket. The ball is the usual lawn-tennis ball. The wickets are wider apart than in regular cricket, and so arranged that when the ball touches them a little bell rings. Victoria has appeared at the wrong end of the season, but next year it will doubtless become popular.

A SNAKE AND RABBIT COMBAT.

The following instance of the strength of the maternal instinct has been furnished to us by a reliable authority, the fact being vouched for by Mr. John Phillip, of Ascog Heath:—A Chinaman in Mr. Phillip's employ, while hoeing potatoes, heard a peculiar noise issuing from a rabbit's nest with young ones. On looking up he saw a rabbit and a snake engaged in deadly combat. The snake frequently raised itself and struck at the rabbit; the brave little animal, strong in its maternal instinct, fought the snake in return with its forepaws. The Chinaman, who was quite excited when narrating the occurrence, thus describes the incident, aided by a good deal of expressive pantomime, "Me hoey potatoes; see littee hole, labbit. Me lookee, see labbit jump, see snakee jump. Little time me lookee, snakee dead, labbit no walkee. Hoey potatoes; lookee labbit, no see. By and by him dead." Mr. Philip at once went to the spot, and there lay both rabbit and snake dead, the first from the effects of the poison fangs and the latter from the severe scratches and wounds on its body inflicted by the claws of the enraged little rodent. The reptile's powers of escape had been neutralised through its having gorged itself by making a meal of two of the young rabbits out of the four which the nest contained. It was evident that the mother had just returned to her young as the snake was finishing his meal, and had bravely died in defence of her offspring, but not before she had succeeded in visiting with a similar fate the unwelcome and overgorged intruder."—*Melbourne Leader.*

RULES FOR THE PROLONGATION OF LIFE.

The act of prolonging life is as yet very imperfectly understood; but some valuable hints on the subject are occasionally to be picked up by noting the habits of those who live beyond the usual period allotted to human existence. A very old man, aged 94, named Thomas Penrose, died the other day at his farm near Blandon, in Pennsylvania. The last words he uttered on his death-bed were as follows:—"Tell the people not to take medicine, and not to be afraid of cold air or cold water." To the observance of these rules, and to the fact that he never on any account left home, Mr. Penrose attributed the good health he enjoyed to within four days of his decease. He invariably kept the windows of his bedroom open both in summer and in winter all the year round. Frequently his bed was covered with snow in the morning, yet he never took cold or suffered any inconvenience. He had a perfect horror of medicine, and would not allow a bottle of physic of any description to be brought into the house. He performed his toilet at the pump in a back-yard, to which he walked barefooted summer and winter. With the mercury below zero he would stand at the pump and souse himself from head to foot with cold water by its agency, without paying any attention to the inclemency of the weather. He never wore an overcoat, dressing alike at all seasons, and never drank anything but cold water. Altogether he led a most enjoyable life; and his simple tastes being indulged at small cost, he amassed considerable wealth, which will now be divided amongst his nephews. He was a great smoker, and was seldom seen without a pipe in his mouth.

AMERICAN WOMEN.

The frankness of the American young woman has in it (says Mr. Archibald Forbes), on the threshold, a certain bewilderment and even embarrassment for the British male person, especially if his collars be stiffly starched. She has so utter an apparent absence of self-consciousness; her mental equipoise is so serenely stable; her good fellowship, if one may use the term, is so natural, that he cannot see his way easily to the solution of the problem. I assume him to be a gentleman, so that his intuition deters him from a misconception of the phenomena that confront him. She flirts, he finds; she is an adept in flirtation, but it is a flirtation "from the teeth outwards," to use Carlyle's phrase; and he is fain to own to himself, like the foxhunting farmer who tried unsuccessfully to get drunk on the claret, that he seems to "get no forrarder." But although the citadel of the fortress seems to him strangely impregnable because of the cool alert self-possession of the garrison, I have been told by heroic persons who have ventured on the escalade, that if the beleaguerer, be he whom fortune favours, it will terminate an honourable siege by a graceful capitulation. Human nature is human nature all the world over. And there is no greater error than the prevalent one among us that domesticity is not a leading virtue of American married couples. That there is too much of hotel life for American families I concede, and I am fully conscious of the faults and evils of the system; but that it entails any impairment of the higher domestic virtues I have failed to discover. It is not easy to see how a woman is deteriorated as the companion and friend of a man—as the participator in his aspirations, his troubles, his studies, his higher life—because her conditions release her from the duty of devising the details of a dinner, from the irritation of demoniacal domestics, from the drudgery of checking the grocer's pass-book, and the sad realisation that all bakers are liars, and mostly robbers as well.

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 3RD NOV., 1885.

COTTON GOODS.

American Drills, 30 yards, per piece ...	$2.95 to 3.10
American Drills, 15lbs., per piece ...	$3.90 to 3.95
Cotton Yarn, No. 16 to 24, per 400 lbs.	$85.00 to 77.50
Cotton Yarn, No. 28 to 32, per 400 lbs.	$96.50 to 97.50
Cotton Yarn, No. 38 to 42, per 400 lbs.	$100.50 to 109.00
Cotton Yarn, Bombay	$67.50 to 74.00
Chints, per piece	70 to 1.75
Dyed Spotted Shirtings, per piece	$3.60 to 2.85
Dyed Brocades Shirtings, per piece	$3.65 to 3.70
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.63
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.22
Grey Shirtings, 9 lbs., per piece	$2.65 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.97 to 2.99
GreyT.Cloths, 24yds. & 32in. 6lbs. p. pc.	$1.20 to 1.25
GreyT.Cloths, 24yds. & 32in. 7lbs. p. pc.	$1.35 to 1.70
GreyT.Cloths, 24yds 36in 8lbs. XO p. pc.	$1.80 to 1.85
GreyT.Cloths, 24yds 36in 8lbs. VV p. pc.	$2.30 to 2.35
GreyT.Cloths, 24yds 36in 8lbs. XX p. pc.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.63 to 0.65
Handkerchiefs, Light Red, per dozen	$0.66 to 0.78
White Shirtings, 54 [illegible] reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.65
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.30
White Shirtings, 600 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.25
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.30 to 5.32
White Shirtings, MH, per piece	$3.00 to 3.05
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, [illegible], per pair	$3.45 to 3.55
Blankets, 5 lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.25 to 4.45
Blankets, 12 lbs., per pair	$5.70 to 5.75
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, BBB, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, MM Scarlet, per piece	$6.65 to 6.70
Long Ells, MM Assorted per piece	$6.65 to 6.70
Long Ells, HH Scarlet, per piece	$6.65 to 7.70
Long Ells, HH Assorted, per piece	$6.65 to 6.70
Long Ells, H Scarlet, per piece	$6.65 to 6.70
Long Ells, H Assorted, per piece	$6.70 to 6.75
Spanish Stripes, per yard	$0.73 to 0.73

METALS.

Iron, Nail Rod, per picul	$2.65 to 2.70
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.85
Iron, Wire, per picul	$6.25 to 6.35
Lead, WB, per picul	$4.45 to 4.50
Lead, LB, per picul	$4.20 to 4.25
Lead, Hole Chop, per picul	$4.05 to 4.25
Quicksilver, English, per picul	$55.00 to 55.20
Quicksilver, American, per picul	$55.00 to 55.20
Steel, English, per tub	$3.65 to 3.75
Steel, Swedish, per tub	$4.15 to 4.25
Spelter, per picul	$5.60 to 5.65
Tin, Malacca, per picul	$33.40 to 34.50
Tin, Plates, per box	$4.90 to 4.95

PRODUCE.

Almonds, per picul	$22.00 to 2.50
Alum, 1st quality, per picul	$2.45 to .55
Alum, 2nd quality, per picul	$1.75 to 21.8
Bark, Camphor, per picul	$17.50 to 18.50
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$17.20 to 17.50
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.50
Bees Wax, White, per picul	$72.50 to 73.00
Birds' Nests, 1st quality, per picul	$1,650 to 2,400
Birds' Nests, 2nd quality, per picul	$650 to 785
Birds' Nests, 3rd quality, per picul	$75.00 to 200
Buffalo Cow Hides	$7.60 to 8.00

PRODUCE.

Camphor, [illegible], per picul	$11.70 to [illegible]
Camphor, Baroos, clean, per picul	$3,500 to 3,800
Camphor, Refuse, per picul	$1,800 to 1,950
Cardamons, Superior	$125 to 185
Cardamons, Inferior, per picul	$22.00 to 23.00
Cloves, per picul	$35.00 to 36.50
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.50 to 10.40
Coals, Sydney, per ton	$9.40 to —
Coffee, per picul	$22.90 to 24.50
Copper, Sheathing, Japan, per picul	$20.50 to 21.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Bombay, per picul	$15.50 to 16.30
Cotton, Calcutta, per picul	$17.00 to 17.20
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$16.80 to 17.00
Cotton, Shantung, per picul	$16.20 to 16.52
Cotton, Tientsin, per picul	$17.60 to 17.70
Cotton, Tungchow, per picul	$17.50 to 18.00
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls.2.8.5 to 2.9.7
Dates, Red, per picul	Tls.2.2.5 to 2.3.5
Dried Lily Flowers	$7.65 to 7.75
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.50 to 1.55
Flour, American, per barrel of 100 lbs.	$3.20 to 3.30
Flour, American, per barrel of 200 lbs.	$6.25 to 6.45
Fungus	$29.00 to 30.00
Flints, per picul	$0.50 to 0.63
Ginseng, American, 1st quality, p. picul.	$200 to 285
Ginseng, American, 2nd quality, p. picul.	$160 to 210
Hams, Ordinary, per picul	Tls.17.7.0 to 18.0.0
Hams, Superior, per picul	Tls.29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$33.00 to 37.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.30
Melon Seeds, 2nd quality, per picul	$4.50 to 4.70
Mushrooms, per picul	$39.0 to 46.50
Mussels, Dry Siam large, per picul	$8.95 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.4[illegible]
Mussels, Dry Siam small, per picul	$6.15 to [illegible]

[illegible], per picul	[illegible]
Peas, White, per picul	$2.15 to 2.20
Peas, Green, per picul	$2.25 to 2.30
Peas, Black, per picul	$2.15 to 2.15
Peas, Yellow, per picul	$2.06 to 2.12
Peas, Green Beans, per picul	$2.15 to 2.31
Pearl Barley, per picul	$6.50 to 7.00
Potatoe Flour, per picul	Tls.1.6.0 to 1.6.5
Rhinoceros Horn, per picul	$2,600 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$1.82 to 1.8[illegible]
Rice, Siam, No. 2, per picul	$1.76 to 1.7[illegible]
Rice, Siam, milled No. 1, per picul	$1.64 to 1.65
Rice, Siam, milled No. 2, per picul	$1.40 to 1.42
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.72 to 1.74
Rice, Saigon, Straw bags	$1.70 to 1.71
Seaweed, Green, per picul	$1.95 to 2.10
Seaweed, Cut, per picul	$2.35 to 2.45
Sesamum, White, per picul	$4.95 to 5.10
Sesamum, Black, per picul	Tls. 2.4.5 to 2.5.0
Sharksfins, per picul	$38.00 to 80.00
Shellfish, Japan, per picul	$27.00 to 30.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.5
Straits Produce, &c.,—	
Betel Nut, per picul	$4.17 to 4.25
Pepper, White, per picul	$27.40 to 27.60
Pepper, Black, per picul	$18.80 to 19.50
Rattan, Straits, per picul	$5.25 to 5.45
Rattans, Bangar, per picul	$4.25 to 4.60
Sandal Wood, Malabar, per picul	$9.95 to [illegible]
Sandal Wood, South Seas, per picul	$17.00 to 17.50
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.85
Sugar, Shek-lung, White, No. 1, p. pcl.	$5.92 to 5.54
Sugar, Shek-lung, White, No. 2, p. pcl.	$4.03 to 4.87
Sugar, Shek-lung, Brown, per picul	$[illegible].27 to 2.54
Sugar Candy, Shek-lung, per picul	$9.65 to 8.07
Sugar Candy, Foochow, per picul	$8.77 to 9.78
Sugar Candy, Swatow, White, per picul	$3.94 to 5.45
Vermicelli, Tientsin, per picul	$7.50 to 7.70
Wheat, Tientsin, per picul	$2.15 to 2.0[illegible]
Wheat, Japan, per picul	$2.15 to 2.[illegible]
Wood Oil, per picul	Tls. 6.3.0 to 6.50
Window Glass, per box	$3.15 to 3.20

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Anton	Nov. 2	E. Aereboe	Ger. str	396	Wieler & Co	
Arratoon Apcar	Oct. 30	Mactavish	Brit. str	1392	D. Sassoon, Sons & Co	Calcutta
Bangalore	Oct. 29	F. Cole	Brit. str	1309	P. & O. S. N. Co	Bombay
Bellona	Oct. 26	Schaefer	Ger. str	1120	Siemssen & Co	
Bothwell Castle	Oct. 31	R. J. C. Tod	Brit. str	1653	Adamson, Bell & Co	Shanghai
Camorta	Oct. 15	Oreille	Dut. str	1291	Jardine, Matheson & Co	Amoy
Carisbrooke	Nov. 1	Cass	Amr. str	973	Order	
China	Nov. 3	Ulderup	Ger. str	648	Melchers & Co	
Compton	Oct. 27	Whitburn	Brit. str	1193	Melchers & Co	
Crusader	Nov. 2	Rowin	Brit. str	648	A. R. Marty	Haiphong
Deuteros	Nov. 1	Luthjens	Ger. str	1193	H. J. H. Tripp	
Dicky	Oct. 13	Hochreuter	Ger. str	166	Wieler & Co	
Douglas	Nov. 3	M. Young	Brit. str	982	Douglas Lapraik & Co	Coast Ports
Euphrates	Oct. 22	Mitchell	Brit. str	1300	Russell & Co	
Fame	—	Stefani	Brit. str	117	H. & W. Dock Co.	
Ferntower	Nov. 2	J. Kelly	Brit. str	700	Chinese	
Glenfruin	Oct. 16	Norman	Brit. str	1395	Jardine, Matheson & Co	
Grafton	Nov. 2	Seaborne	Brit. str	1158	Captain	
Greyhound	Oct. 31	T. Thomas	Brit. str	227	Adamson, Bell & Co	
Gulf of Suez	Oct. 26	H. Laws	Brit. str	1014	Adamson, Bell & Co	
Guthrie	Oct. 27	S. G. Green	Brit. str	2233	Russell & Co	Australia
Hankow	—	Deville	Brit. str	2235	Butterfield & Swire	Canton
Harter	Oct. 9	Grandin	Brit. str	1193	Russell & Co	
Heron	—	Oberg	Brit. str	—	Pustau & Co	
Honam	—	H. E. Clarke	Brit. str	1344	H. C. & M. Steamboat Co	Canton
Kennett	Oct. 31	Sanderson	Brit. str	1153	Douglas Lapraik & Co	
Kildare	Oct. 28	Johnson	Brit. str	2277	Gibb, Livingston & Co	Melbourne
Killarney	Oct. 31	H. O'Neill	Brit. str	1060	Captain	
Kinkiang	—	A. H. Beuning	Brit. str	1061	H. C. & M. Steamboat Co	Macao
Kong Beng	Nov. 2	R. Jones	Brit. str	862	Yuen Fat Hong	
Laju	Oct. 20	C. Madd	Brit. str	1300	Arnhold, Karberg & Co	
Lorne	Oct. 19	Hunter	Brit. str	1034	Tung Kee & Co	
Massalia	Oct. 28	G. Petersen	Ger. str	1233	Siemssen & Co	Yokohama
Nam-vian	Oct. 30	Garceau	Fr. str	472	A. R. Marty	
Pasig	Sept. 1	Fernandez	Span. str	284	Remedios & Co	
Pilot Fish	June 2	Robinson	Brit. str	161	Captain	
Plainmeller	Oct. 30	J. Rowe	Brit. str	1195	Siemssen & Co	
Rowan	—	S. W. Goggin	Brit. str	1842	H. C. & M. Steamboat Co	Canton
San Pablo	Oct. 28	E. C. Reed	Amr. str	2112	O. & O. S. S. Co	S. Francisco
Sikh	Oct. 20	A. Scotland	Brit. str	1510	Tung Kee & Co	
Taisang	Oct. 30	S. L. Davies	Brit. str	1505	Jardine, Matheson & Co	
Thales	Oct. 25	T. G. Pocock	Brit. str	819	Douglas Lapraik & Co	Taiwanfoo
Triumph	Nov. 2	T. Schuldt	Ger. str	674	Wieler & Co	
Vorwaerts	Oct. 25	Bruhn	Ger. str	612	Wieler & Co	
Wah Yeung	Oct. 11	J. C. Witt	Brit. str	313	Chinese	
White Cloud	—	G. B. Lefavour	Brit. str	652	H. C. & M. Steamboat Co	
W.-o'-the-Wisp	Dec. 22	Owston	Brit. str	166	Pustau & Co	For sale
Zafiro	June 16	—	Brit. str	675	—	

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Allie Rowe	Oct. 24	Phillips	Ger. bg	340	Wieler & Co	
Amy Turner	Sept. 16	A. W. Newell	Amr. bk	960	Russell & Co	
Andreas	Oct. 5	F. Hoyer	Ger. bk	434	Siemssen & Co	
Annie	Oct. 31	Kronche	Ger. bk	423	Captain	
Aragada	Oct. 30	Green	Brit. bk	977	Messageries Maritimes	
B. H. Steenken	Aug. 4	Chas. Meyer	Ger. bg	235	Melchers & Co	
Billy Simpson	Oct. 12	Brown	Brit. bk	432	Captain	
Carca Ventura	Feb. 27	Uresandi	Span. bk	991	Order	
Centennial	Oct. 4	T. M. Bearse	Amr. bk	1322	Captain	
Comet	June 18	D. Siegener	Ger. sb	1080	Carlowitz & Co	Hamburg
Dartmouth	Oct. 4	B. Flinton	Brit. bk	915	Melchers & Co	
D. of Abercorn	Oct. 30	J. Burnie	Brit. sh	1050	Borneo Co., Limited	
E. F. Whitney	Oct. 8	H. B. Rollins	Amr. sh	1249	Gibb, Livingston & Co	
Eden	Oct. 25	John Nairn	Brit. bk	313	Butterfield & Swire	
Ellen	Oct. 28	Anthony	Brit. bk	499	Captain	
Felix	Nov. 3	G. Wahlberg	Rus. bk	874	Captain	
F. H. Drews	Oct. 27	Rothbart	Ger. bk	623	Siemssen & Co	
Gen. Berthaut	Oct. 8	Croix	Fr. bk	560	Carlowitz & Co	London
Grandee	Oct. 2	Ellis	Brit. sh	1578	P. & O. S. N. Co	
Great Admiral	Oct. 9	B. Thompson	Amr. sh	1491	Captain	
Highlander	May 19	Bachelder	Amr. sh	1352	Russell & Co	
Hilda	Oct. 2[illegible]	Afrelius	Swd. bk	475	Ed. Schellhass & Co	
Isaac Reed	Oct. 7	F. C. Colley	Amr. sh	1488	Order	
Johanna	Oct. 7	J. H. Bannan	Ger. bk	841	Carlowitz & Co	
Lucia	Oct. 5	C. Crowley	Brit. bk	640	Arnhold, Karberg & Co	London
Monarch	Oct. 12	McKerper	Brit. sh	1187	Captain	
Nanpactus	Aug. 20	Lovett	Brit. sh	1424	Russell & Co	New York
N. Gibson	Sept. 16	Bailey	Amr. bk	704	Russell & Co	
Norway	Oct. 30	Albrethsen	Nor. bk	657	Chinese	
Oberon	Oct. 19	S. E. Farrell	Brit. sh	1193	Russell & Co	
Palmyra	Oct. 1	Minott	Amr. sh	1299	Russell & Co	S. Francisco
Papa	Aug. 18	Lorenizen	Ger. bk	748	Melchers & Co	Hamburg
R. Parsons	Oct. 22	Thorndike	Am. sh	1116	Captain	
Santa Filomena	Oct. 1	Mendiguren	Span. sch	448	Chinese	
S. D. Carleton	July 17	Freeman	Am. bk	842	Siemssen & Co	New York
Sharpshooter	Oct. 11	Horne	Brit. bk	499	Captain	
Soflid	Oct. 29	R. Leston	Span. sch	526	Lane, Crawford & Co	
South America	Sept. 18	Fowle	Amr.	1694	Order	
Titan	Aug. 28	C. H. Allyn	Amr. sh	1173	Pustau & Co	New York
Two Boys	April 11	Spirling	Am. sch	164	Blackhead & Co	
Ventura	Sept. 15	Vrasandi	Span. bk	992	Remedios & Co	Manila

MACAO.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Kiang-ping	—	Holmes	Amr. str	360	C. M. S. N. Co	
Kiungchow	—	J. P. Hoyland	Brit. str	288	H. C. & M. Steamboat Co	Canton

WHAMPOA.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Clieveden	Nov. 2	F. Johnston	Brit. str	1114	Siemssen & Co	
Doris	Oct 25	Zerrahn	Ger. str	771	Jardine, Matheson & Co	
Eng Lee	June 27	G. H. Korck	Siam. bk	326	Chinese	
Hoihow	Nov. 2	Gyles	Brit. str	980	Butterfield & Swire	
John C. Smith	Oct. 1[illegible]	N. B. Foss	Am. sch	428	Arnhold, Karberg & Co	New York
Kutsang	Nov. 2	Young	Brit. str	1425	Jardine, Matheson & Co	
Kwang-lee	Oct. 31	Andrew	Chi. str	1507	C. M. S. N. Co	
Ningpo	Oct. 31	Wm. Potts	Brit. str	791	Siemssen & Co	
Ta Lee	Sept. 14	Stolze	Ger. bk	342	Siemssen & Co	
Velox	Oct. 29	Kalifen	Ger. str	636	Ed. Schellhass & Co	

CANTON.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
California	June 13	J. Sobrido	Span. bk	420	Lane, Crawford & Co	
Ch'ron Kamrya	July 29	Krag	Siam. bk	459	Chinese	
Lucky	June 9	Reynolds	Siam. bk	424	Captain	
Mary Austin	Mar. 22	Mooney	Brit. str	140	Order	
Milton	Oct. 6	Scot	Brit. str	149	A. Levy	

SWATOW.

IN PORT ON 5TH OCTOBER, 1885.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
C. H. Kian	Oct. 4	Fred. Webb	Brit. str	955	Schaar & Co	Hongkong
Danube	Oct. 5	J. Newton	Brit. str	561	Butterfield & Swire	Bangkok
Haiphong	Oct. 4	Ashton	Brit. str	1122	Douglas Lapraik & Co	Hongkong
Japanese	Oct. 3	W. Moore	Brit. str	1204	Schaar & Co	Newchwang
Kennett	Oct. 4	Sanderson	Brit. str	1156	Douglas Lapraik & Co	Hongkong
Kung-pai	Oct. 4	Buchanan	Chi. str	602	C. M. S. N. Co	Shanghai
Newchwang	Oct. 4	Hurst	Brit. str	557	Butterfield & Swire	Shanghai
Yehsin	Oct. 1	Boswell	Chi. str	754	C. M. S. N. Co	Shanghai

AMOY.

IN PORT ON 30TH OCTOBER, 1885.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Faugh Balaugh	Oct. 23	D. Rute	Ger. sch	240	H. A. Petersen & Co	

FOOCHOW.

IN PORT ON 23RD OCTOBER, 1885.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Raphael	Oct. 8	Harkness	Amr. sh	1465	Phipps, Phipps & Co	

SHANGHAI.

IN PORT ON 28TH OCTOBER, 1885.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Areola	Oct. 23	Peregrine	Brit. sh	947	Wisner & Co	
Chihaya Maru	Oct. 28	Murray	Jap. bk	411	M. B. Kwaisha	
Chinptah	Sept. 17	Taylor	Chi. bk	456	H. M. Schultz	
Dorette	Sept. 18	Mathersen	Siam. bg	330	Butterfield & Swire	
Groosvar	Sept. 18	Bastrup	Nor. bk	494	Jardine, Matheson & Co	
J. B. Newcomb	Oct. 7	Newcomb	Brit. bk	891	Butterfield & Swire	
Wallace	Aug. 22	Smith	Brit. sh	1583	Melchers & Co	
Wan. Minstrel	Sept. 3	Lundholm	Brit. sch	364	Chinese	
W. H. Starback	Oct. 20	Reed	Amr. sh	1339	C. & J. Trading Co	

HIOGO.

IN PORT ON 24TH OCTOBER, 1885.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Anna	Oct. 23	Helmers	Ger. sh	1327	Faber & Voigt	
Queen Emma	Jan. 6	—	Brit. bk	314	Walsh, Hall & Co	
St. Cloud	Aug. 11	Patten	Brit. sh	1528	Meyer & Co	

NAGASAKI.

IN PORT ON 21ST OCTOBER, 1885.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Kozaki Maru	—	Christensen	Jap. bg	400	M. B. M. Co	

YOKOHAMA.

IN PORT ON 23RD OCTOBER, 1885.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Ada	Oct. 22	Renny	Brit. sch	65	F. White	
Adela	Oct. 1[illegible]	Hansen	Ger. sch	50	F. Kety	
Androklos	July 7	Watt	Brit. bk	392	Chinese	
Big Bonanza	July 16	Andrews	Amr. sh	1399	Adamson, Bell & Co	
Guam	Nov. 9	Smith	Brit. sch	215	A. Clark	
L. Avvenire	Oct. 11	Rayers	Brit. sch	351	Chinese	
Venezuela	Oct. 9	Perry	Brit. bk	983	Frazar & Co	

MANILA.

IN PORT ON 15TH OCTOBER, 1885.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Adam W. Spies	Sept. 19		Amr. bk	1171	Peele, Hubbell & Co	U. States
Anahuac	Sept. 28		Amr. sh	1221	Peele, Hubbell & Co	
Columbus	Sept. 26		Ger. sh	1854	Ker & Co	New York
Dunstaffnage	Sept. 12		Brit. bk	850	Findlay, R. & Co	Boston
Evia Reed	Sept. 20		Amr. bk	673	Peele, Hubbell & Co	U. States
F. N. Thayer	Sept. 23		Amr. sh	1592	Smith, Bell & Co	New York
India	July 28		Span. bk	760	Marcaida y Granados	Liverpool
Iolanthe	July 18		Brit. sh	1595	Peele, Hubbell & Co	S. Francisco
J. E. Ridgway	Oct. 15		Amr. sh	1730	W. F. Stevenson & Co	
Kiandra	Oct. 16		Brit. bk	990	Findlay, R. & Co	
Narvion	May 6		Span. bk	593	Smith, Bell & Co	
Prof. Johnson	Sept. 4		Nor. bk	1007	Findlay, R. & Co	
Rajah	Aug. 12		Ger. sh	1258	W. F. Stevenson & Co	Boston
Rembrandt	Oct. 13		Amr. sh	1343	Peele, Hubbell & Co	
S. H. Nickerson	Oct. 14		Amr. bk	717	Ker & Co	
V. de Rivadavia	Sept. 21		Span. sch	274	Order	

ILOILO.

IN PORT ON 11TH OCTOBER, 1885.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Commonwealth	Oct. 1		Brit. sh	1345	W. F. Stevenson & Co	U. States
Southern Cross	Sept. 29		Amr. sh	1037	Peele, Hubbell & Co	U. States
Unicorn	Sept. 17		Brit. bk	499	W. F. Stevenson & Co	Bangkok
W. H. McNeil	Sept. 29		Brit. sh	1400	Peele, Hubbell & Co	U. States

CEBU.

IN PORT ON 8TH OCTOBER, 1885.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Adolph	Sept. 13		Ger. bk	867	Macleod & Co	Channel
H. G. Johnson	Sept. 20		Amr. bk	1027	Smith, Bell & Co	U. States
S. H. Mead	Sept. 23		Amr. sh	983	Smith, Bell & Co	U. States

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS	H.P.	CAPTAIN.	WHERE AT
Agamemnon	d.-s. turret ironclad	6	6360	Captain S. Long	Hongkong
Albatross	screw sloop	4	840	Com. Hicks	Shanghai
Audacious	double-screw iron frigate	14	4330	Captain Pearson	Hongkong
Champion	corvette	14	2340	Captain Powlett	Nagasaki
Cleopatra	corvette	14	2610	Capt. H. N. Hippisley	Yokohama
Cockchafer	gunboat	4	470	Lt.-Com. Boteler	Port Hamilton
Curacoa	corvette	14	2540	Capt. J. G. J. Hanmer	Port Hamilton
Daring	composite sloop	4	920	Com. Ed. H. M. Davis	Cruising
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Lieut.-Com. Adams	Formosa
Firebrand	composite gunboat	4	460	Lieut.-Com. Dickson	Amoy
Flying Fish	sloop	4	840	Capt. J. F. L. P. Maclear	Manila
Linnet	gunboat	5	1050	Commander G. W. Hill	Yokohama
Merlin	composite gunboat	4	430	Lt.-Com. R. B. C. Brenton	Hongkong
Midge	double-screw gun-vessel	4	470	Com. Hothan	Canton
Pegasus	sloop	6	970	Capt. A. R. Bickford	Yokohama
Rambler	composite gun-vessel	3	670	Com. Hon. Vereker	Amoy
Sapphire	corvette	12	2360	Capt. R. G. Kinahan	Singapore
Swift	double-screw gun-vessel	5	1010	Commander Bromley	Port Hamilton
Tweed	double-screw gunboat	3	340	Commander Loane	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Morant	Hongkong
Vigilant	paddle despatch-vessel	2	1230	Lt.-Com. Farquhar	Cruising
Wanderer	composite sloop	3	750	Com. O. Churchill	Port Hamilton
Wivern	turret ironclad	4	1450	Commander Davis	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. C. K. Hope	Port Hamilton

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT
Abreck	Russian gunboat	7	300	Captain Schanz	Vladivostock
Alert	American corvette	4	800	Commander J. C. Barclay	Chefoo
Aspio	French gunboat	4	—	Capt. M. de F. Jonquières	Chefoo
Champlain	French cruiser	10	1450	—	Amoy
Comete	French gunboat	—	—	Captain Noirot	Haiphong
Decres	French cruiser	—	—	Capt. de Montequon	Shanghai
Dives	French transport	—	—	Captain Legrand	E. R. Saigon
Djigit	Russian gunboat	—	—	—	Saghalien
Duchaffaut	French corvette	—	—	Capt. L. Moussaux	Chefoo
Elisabeth	German corvette	21	2400	Comd. Schering	Singapore
Ermak	Russian transport	4	80	Captain Koltchau	Vladivostock
Gornostai	Russian gunboat	6	80	Commander Stark	Vladivostock
Iltis	German gunboat	4	340	Lieut.-Com. Hofmeir	Singapore
Krayser	Russian cruiser	8	250	Captain Ustatopoff	Shanghai
La Galissoniere	French frigate	14	2670	Captain Fleuriais	Yokohama
La Perouse	French cruiser	—	—	Captain Mequet	Yokohama
Lutin	French gunboat	4	100	Captain Debar	Haiphong
Marion	American corvette	—	—	Com. M. Miller	Chemulpo
Monocacy	American gunboat	6	750	Com. F. J. Higginson	Shanghai
Morge	Russian gunboat	7	80	Commander Boyle	Chefoo
Nautilus	German gun-vessel	4	1600	Capt. Roetger	Carolines
Nautilus	Austrian gunboat	3	—	Captain Spatzler	E. R. Singapore
Nerpa	Russian gunboat	7	80	Commander Valrondt	Vladivostock
Opritchnik	Russian cruiser	8	250	Capt. B. Ivashentzoff	Vladivostock
Ossipee	American corvette	8	800	Capt. J. J. McGlinsey	Yokohama
Palos	American gunboat	6	500	Lieut.-Com. T. Nelson	Shanghai
Primauguet	French corvette	—	—	Captain M. Buze	Hongkong
Rasboynik	Russian cruiser	12	250	Captain Pojarsky	Shanghai
Roland	French cruiser	—	—	Captain Mayet	Shanghai
Sagittaire	French gunboat	—	—	—	Woosung
Scoboleff	Russian corvette	9	2000		Fusan
Sobol	Russian gunboat	7	80	Commander Boyle	Vladivostock
Tamega	Portuguese gunboat	—	—	Capt. Avila	Macao
Tongous	Russian gunboat	—	—	Commander Heck	Vladivostock
Trenton	American frigate	14	—	Captain Phythian	Chefoo
Triomphante	French ironclad	14	2400	Captain Dupont	Yokohama
Turenne	French frigate	14	4550	Captain Dupuis	Hongkong
Velasco	Spanish corvette	—	—	E. F. Batran	Hongkong
Vipère	French gunboat	4	—	Captain Peireyre	Hongkong
V. Monomach	Russian frigate	20	—	Captain Poliansky	Vladivostock
Vostock	Russian gunboat	4	—	Commander Molchousky	Vladivostock

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS	H.P.	COMMANDER.	STATION.
An-lan	Viceroy's gunboat	7	450	265	Lim-kwok-chung	Canton
Chee-hing	Revenue cruiser	2	80	20	Chinese	—
Chiên-jui	Revenue cruiser	2	80	17	do.	—
Chiên-to	Viceroy's gunboat	7	450	265	J. Stewart	Cruising
Chop-chung	Viceroy's gunboat	5	500	300	Chinese	Canton
Chop-sai	Viceroy's gunboat	3	320	200	do.	Canton
Hai-chong-ching	Viceroy's gunboat	4	320	200	do.	—
Hai-king-ching	Viceroy's gunboat	3	450	310	do.	Hongkong
Hoi-tung-hung	Viceroy's gunboat	3	350	200	do.	Canton
Lien-chi	Viceroy's gunboat	3	20	180	do.	—
Peng-chao-hai	Revenue cruiser	4	800	500	do.	Hongkong
Quang-on	Viceroy's gunboat	3	150	100	do.	Canton
San-hing	Viceroy's gunboat	3	150	100	do.	—
Sui-tsing	Viceroy's gunboat	4	350	180	Calder	—
Tching-on	Viceroy's gunboat	3	150	100	Chinese	—
Tching-po	Viceroy's gunboat	3	150	100	do.	—
Tchun-tung	Viceroy's gunboat	3	170	170	do.	—

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